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Carlsbad

General Plan



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Approved by
PLANNING COMMISSION
April 20, 1994
Planning Commission Resolution No. 3631

Adopted by
CARLSBAD CITY COUNCIL
September 6, 1994
City Council Resolution No. 94-246

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Carlsbad

General Plan

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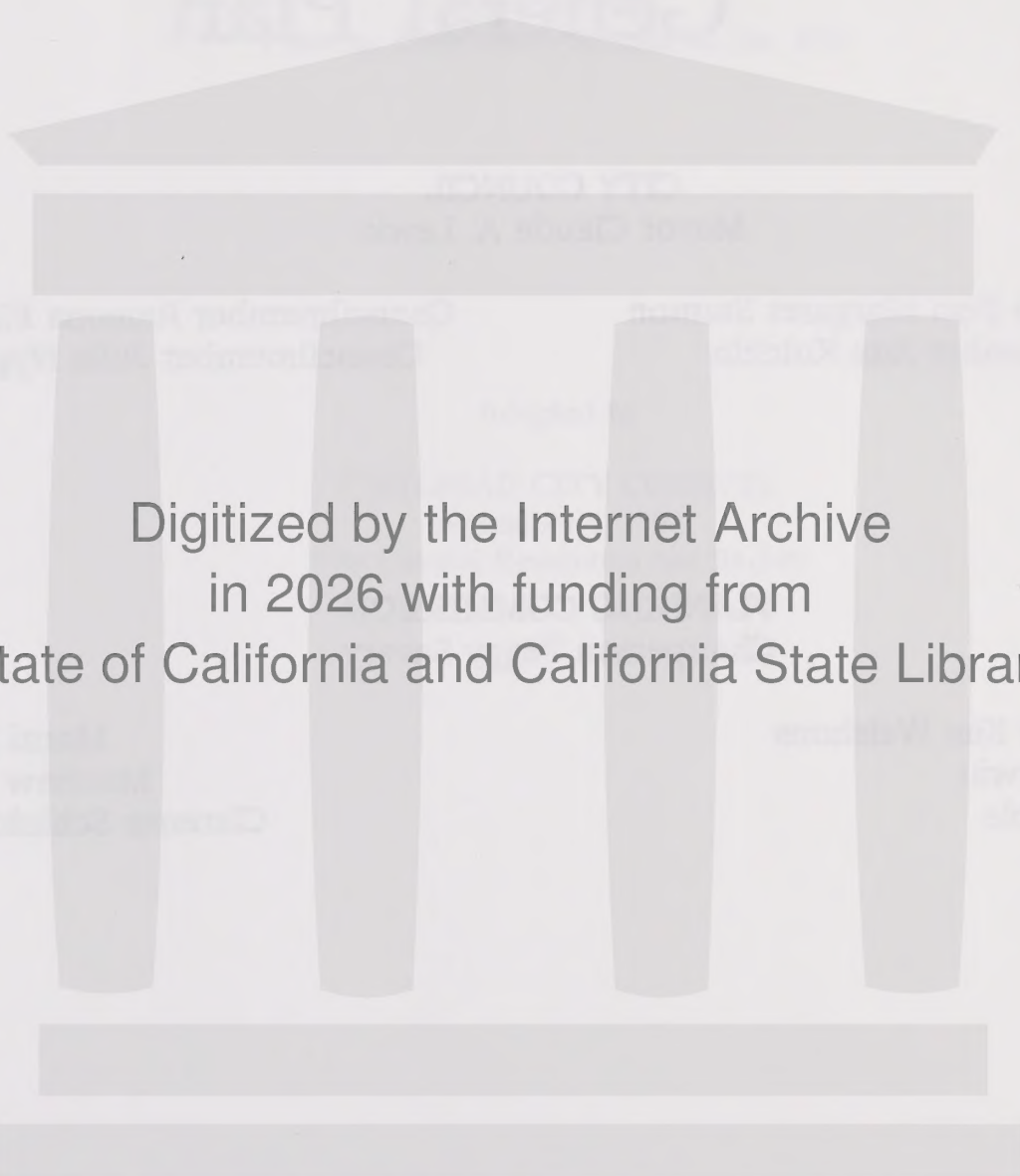
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July, 2003

Action at Coastal Commission is pending for the GPA containing the attached text. As a result, for properties within the coastal zone, the text as printed in the General Plan still applies. For areas outside the coastal zone, the text on the attached pages shall apply. The amended text will be placed in the Open Space Element and Circulation Element upon approval by Coastal.

Carlsbad Planning Department

C-1. Design and implementation of the proposed project shall be consistent with the design and construction standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

C-2. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

C-3. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

C-4. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

C-5. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

C-6. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

C-7. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

1. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

2. The project shall be designed and constructed to meet the standards of the applicable local ordinance, and shall be subject to the approval of the local agency.

Open Space and Conservation Element

WATER QUALITY PROTECTION

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1. Develop and implement a Jurisdictional Urban Runoff Management Program (J-URMP) consistent with the Regional Water Quality Control Board Order No. 2001-01 and any subsequent amendments to it.

C.2 Adopt and implement a Master Drainage Plan and Standard Urban Storm Water Mitigation Quality Management Plan (SUSMP) consistent with the Regional Water Quality Control Board Order No. 2001-01 and any subsequent amendments to it.

C.3. Utilize Best Management Practices (BMP) for the control of storm water pollutants. Prior to making land use decisions, utilize methods available to estimate increases in pollutant loads and flows resulting from projected future development. The City shall require developments to incorporate structural and non-structural best management practices (BMP's) to mitigate the projected increases in pollutant loads.

C.4 Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment. Use small collection strategies located at, or as close as possible to, the source (i.e., the point where water initially meets the ground) to minimize the transport of urban runoff and pollutants offsite and into a municipal separate storm sewer system (MS4).

C.5 Post-development runoff from a site shall not contain pollutant loads which cause or contribute to an exceedance of receiving water quality objectives or which have not been reduced to the maximum extent practicable.

C.6 Developments shall implement appropriate recommendations to protect water quality found in the San Diego Association of Government's (SANDAG's) Water Quality Element of its Regional Growth Management Strategy.

C.22 Development projects should be designed to comply with the following site design principles:

- 1. Protect slopes and channels to decrease the potential for slopes and/or channels from eroding and impacting storm water runoff.**
- 2. To the extent practicable, cluster development on the least environmentally sensitive portions of a site while leaving the remaining land in a natural undisturbed condition.**

3. **Preserve, and where possible, create or restore areas that provide important water quality benefits, such as riparian corridors, wetlands and buffer zones. Encourage land acquisition of such areas.**
4. **Provide buffer zones for natural water bodies.**
5. **Minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment.**
6. **Where feasible implement site design/landscape features to slow runoff and maximize on-site infiltration of runoff.**
7. **Properly design outdoor material storage areas (including the use of roof or awning covers) to minimize the opportunity for toxic compounds, oil and grease, heavy metals, nutrients, suspended solids and other pollutants from entering the storm water conveyance system.**
8. **Incorporate roof or awning covers over trash storage areas (i.e; with roof or awning covers) to prevent off-site transport of trash and other pollutants from entering the storm water conveyance system.**
9. **Limit disturbances of natural water bodies and natural drainage systems caused by development including roads, highways and bridges.**
10. **Design streets and circulation systems to reduce pollutants associated with vehicles and traffic resulting from development.**

REGIONAL CIRCULATION CONSIDERATIONS

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.5 The City shall work with the adjacent communities and agencies of Oceanside, Vista, Encinitas, San Marcos, County of San Diego, Caltrans, North County Transit District, San Diego Association of Governments and other appropriate agencies to coordinate local traffic management reduction efforts.

General Plan Amendment List

GPA No.	Application Date	PC Approval Date & Reso #	CC Approval Date & Reso #	Project Name	Description	Map	Text	Update Completed	Element
94-01	02/01/1994	04/20/94 - # 3631	09/06/94 - #94-246	General Plan Update	Comprehensive update of general plan including text, graphics, maps.	x	x	1994	Entire GP
94-02	04/04/1994	Denied by Pc & Appealed	Denied by CC 01/01/95 # 95-77	Camino Village	N/A				
94-03	07/05/1994	12/06/95 - #3845	01/09/96 - #96-1	Carlsbad Ranch - Lego	Map Reconfiguration	x		Jan-96	Land Use
95-01	01/06/1995	09/20/95 - #3811	11/14/95 - #95-319	Laurel Tree Apartments	Map - O to RH	x		Nov-95	Land Use
95-02	05/11/1995			Robertson Ranch Property	Withdrawn 02/06/97				
95-03	06/29/1995			Barrio Specific Plan	Withdrawn 04/15/97				
95-04	VOID								
95-05	VOID								
95-06	08/25/1995	12/03/970-0#4158	01/20/98 - #98-10	Poinsettia Properties	Various designations	x		Jan-98	Land Use
96-01	01/04/1996	07/11/98 - #4288	11/17/98 - #98-337	Terraces at Sunny Creek	Various designations	x		Nov-98	Land Use
96-02	03/27/1996	06/04/97 - #4115	06/24/97 - #97-515	Aviara Planning Area 23	N to RM	x		Jun-97	Land Use
96-03	05/24/1996			Pacific View Estates	Withdrawn 08/02/96				
96-04	11/15/1996	03/19/97 - #4075	06/24/97 - #97-471	Seapointe General Plan Amendment	O to T-R	x		Jun-97	Land Use
96-05	11/22/1996	09/03/97 - #4166	10/21/97 - #97-645	Rancho Carrillo Master Plan Amendment	LU & OS reconfiguration	x		Oct-97	Land Use
96-06	12/17/1996	05/21/97 - #4097	07/15/97 - #97-535	Aviara Lot 308	OS to RLM switch	x		Jul-98	Land Use
97-01	04/29/1997	04/01/98 - #4347	10/06/98 - #98-226	General Plan & Zoning Consistency Project Phase I	Various designations	x		10/1998	Land Use
97-02	05/05/1997	06/17/98 - #4308	08/04/98 - #98-270	La Costa Lucky Save-On Shopping Center	OS, C, U to N	x		Aug-98	Land Use
97-03	06/17/1997			Tamarack Square	Withdrawn 12/12/00				
97-04	06/17/1997			Aviara Planning Area 32B Land Use Change	Withdrawn 07/24/98				
97-05	07/10/1997	08/21/02 - #5245	11/12/02 - #2002-326	Carlsbad Oaks North	PI/OS adjustments	x		Nov-02	Land Use
97-06	07/10/1997	11/05/97 - #4195	01/06/98 - #98-9	Aviara Phase III N. Master Plan Amendment	Switch RH and RMH areas	x		Jan-98	Land Use
97-07	10/06/1997	04/07/99 - #4492	05/11/99 - #99-162	Kelly Ranch	Various designations	x		Apr-99	Land Use
98-01	02/13/1998	09/05/01 - #5011	10/23/01 - #2001-318	Villages of La Costa	Various designations	x		Oct-01	Land Use
98-02	03/24/1998	09/02/98 - #4372	10/06/98 - #98-328	Courtyard by Marriott	2 par's-OS to PI, PI to OS	x		Oct-98	Land Use
98-03	05/13/1998	06/05/02 - #5202	11/12/02 - #2002-326	Bressi Ranch	Various designations	x		Nov-02	Land Use
98-04	05/15/1998	05/17/00 - #4477	07/11/00 - #2000-224	Housing Element Update	Entire Element		x	1999	Housing
98-05	06/04/1998	10/17/01 - #5025	12/11/01 - #2001-367	Carlsbad Raceway Business Park	PI/O to PI, OS	x		Dec-01	Land Use
98-06	06/19/1998			Carlsbad Promenade Zone 20	Withdrawn 01-08/99				
98-07	09/02/1998			Emerald Pointe Estates	Withdrawn 10/22/01				
98-08	09/10/1998	12/01/99 - #4668	01/18/00 - #2000-23	Colina Roble	Road - Major to Secondary	x		05/20/2003	Circulation
99-01	01/28/1999	10/17/01 - #5025	12/11/01 - #2001-367	Community Facilities Zone	Text		x	10/16/2001	Land Use
99-02	02/10/1999			Summit at Carlsbad	Withdrawn 09/16/99				
99-03	03/18/1999	01/02/02 - #5113	03/12/02 - #2002-016	Calavera Hills Phase II	Various	x		Mar-02	Land Use
99-04	09/21/1999			Carlsbad Water Recycling Facility	Withdrawn 08/01/01				
00-01	03/01/2000			City of Carlsbad Bikeway Master Plan	Withdrawn 09/21/00				
00-02	03/14/2000			Sunny Creek Plaza	Withdrawn 08/06/01				
00-03	05/24/2000			The Fountains at Carlsbad	Withdrawn 11-30-00				
00-04	07/26/2000	12/06/00 - #4880	03/27/01 - #2001-460	Shopping Center Policies	Text		x	03/27/2001	Land Use
00-05	10/17/2000	09/04/02 - #5237	12/01/2002 - #2002-316	Fox Miller Property	Various designations	x		12-1, 2002	Land Use

General Plan Amendment List									
GPA No.	Application Date	PC Approval Date & Reso #	CC Approval Date & Reso #	Project Name	Description	Map	Text	Update Completed	Element
00-06	11/22/2000			Holly Springs					
00-07	12/05/2000			Zone 20 & Whelan Boundary Adjustment Line	Withdrawn 12/15/00				
00-08	12/06/2000	04/18/01 - #4964	06/05/01 - #2001-160	Safety Center Ballfield	Text	x	x	01-Jun	Parks & Rec
00-09	12/19/2000	05/02/01 - #4961	06/12/01 - #2001-165	Kelly Ranch	Various plus chgs from Coastal mods	x		Jun-01	Land Use
00-10	12/27/2000			Zone 5 Park	Withdrawn 08/28/01				
01-01	02/06/2001	07/18/01 - #4993	10/16/01 - #2001-319	Livable Streets	Text		x	10/16/2001	LU & Circulation
01-02	03/20/2001			La Costa Town Center					
01-03	03/21/2001			General Plan Open Space Changes					
01-04	03/03/2001			Seaside Bistro Zone Change					
01-05	04/16/2001	09/19/01 - #5043	12/11/01 - #2001-367	Pacifica Palomar Office Building	PI (portion to OS	x		Dec-01	Land Use
01-06	06/11/2001	12/05/01 - #5105	03/12/02 - #2002- 084	Shopping Center Redesignations	C & N to various	x		Mar-02	Land Use
01-07	06/28/2001	10/17/01 - #5032	12/11/01 - #2001-352	Palomar Forum	PI to PI, OS	x		Dec-01	Land Use
01-08	VOID								
00-08	06/05/2001	04/18/01 - #4944	06/05/01 - #2001-160	Safety Center Ballfield/NE Quad.	Parks & Rec Map & Text Chg	x	x	01-Jun	Parks & Rec
01-09	07/11/2001			Cantarini Ranch					
01-10	VOID								
01-11	09/04/2001			Soledad Creek	Withdrawn 07/30/02				
01-12	09/05/2001			Carlsbad Coast Residential	Withdrawn 01/18/02				
01-13	10/04/2001	05/15/02 - #5198	11/12/02 - #2002-326	Church of Jesus Christ LDS	Realignment of OS	x		Nov-02	Land Use
01-14	10/24/2001			Casa Laguna	Withdrawn 03/25/02				
01-15	11/17/2001	01/02/02 - #5129	02/19/02 - #2002-061	NPDES Stormwater Update	Text Revisions - Pending Coastal Approval		x		LU & Circulation
01-16	12/21/2001			Jefferson ZC	Withdrawn - 12/18/02				
02-01	01/04/2002			Olivenhain Municipal Water District					
02-02	03/18/2002	09/18/02 - #5272	12/17/020 - #2002-366	Smith Property Land Use Chg	N to RM - received CCC approval 06/03	x		06/18/2003	Land Use
02-03	07/30/2002			C-T Zone & T-R LU Desig Amend					
02-04	08/02/2002			Robertson Ranch					
02-05	11/06/2002			Carlsbad Family Housing					
02-06	11/06/2002			Ponto Area SP					
03-01	01/16/2003			Kirgis Tentative Map					
03-02	02/03/2003			Housing Element Update					
03-03	02/14/2003	05/2103 - # 5417	07/08/03 - #2003-185	Parks & Rec Element Update	Update of Element	x	x	07/08/2003	Parks & Rec
03-04	02/25/2003			Rancho Carrillo Village T					
03-05	03/04/2003			Emerald Point Estates					
03-06	04/22/2003			AB No. 2292 Implementation					
03-07	05/01/2003			Kirgis Remainder Parcel					
03-08	05/28/2003			La Costa Resort & Spa Villas					
03-09	06/17/2003			NW Quadrant Community Park					
	To Be Done								
	Pending Approval								

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	SECTION DIVIDER COLOR
VISION AND INTRODUCTION	White
LAND USE ELEMENT	Ivory
CIRCULATION ELEMENT	Tan
NOISE ELEMENT	Yellow
HOUSING ELEMENT ..(Updated 1999).....	Gold
OPEN SPACE AND CONSERVATION ELEMENT	Green
PUBLIC SAFETY	Blue
PARKS AND RECREATION ELEMENT ..(Updated 2003).....	Pink
ARTS ELEMENT	Cherry



Vision and Introduction



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. CARLSBAD - THE VISION

A City which provides a balanced variety of land uses for living, business, employment, recreation, and open space opportunities.

A City which offers safe, attractive residential areas with a wide range of housing types, styles, and price levels in a variety of locations.

A City which balances the diverse living, playing, and working needs and services of the four sub-communities within the City.

A City which provides adequate public facilities to preserve the quality of life of its residents.

A City which provides a diversified, comprehensive park system that offers a wide variety of recreational activities and park facilities.

A City where travel is safe and easily accommodated whether it be by mass transit, in an automobile, on a bicycle or as a pedestrian.

A City committed to the economic growth of progressive commercial and industrial businesses to serve the employment, shopping, recreation, and service needs of its residents.

A City which recognizes the value of its unique ecological position as a coastal city of beaches, fragile lagoons, and unspoiled canyons; which has taken steps to conserve the quality and quantity of its air, water, land and biological resources.

A City which recognizes its own history; which has preserved and integrated that history in a variety of residential and commercial neighborhoods.

A City which recognizes its role as a participant in the solution of regional issues.





II. INTRODUCING CARLSBAD

The City of Carlsbad is a coastal community located in the northwestern corner of San Diego County, California, approximately 35 miles north of downtown San Diego and approximately 90 miles south of downtown Los Angeles. It shares borders with the incorporated cities of Oceanside, Vista, San Marcos, and Encinitas and a small unincorporated area of the County of San Diego (See Map 1 - "Regional Location" and Map 2 - "City Boundaries").

The City first developed around the turn of the century as a rail stop on the southern side of the Buena Vista Lagoon, taking its name from Karlsbad, Bavaria, because of the quality of the mineral waters found in both cities. From its inception, until well after incorporation as a general law city in 1952, Carlsbad existed as a quaint village-by-the-sea. However, following a series of annexations begun in the 1960s the City began to grow gradually in area and population. From its original 7.5 square miles and 7,000 people, the City grew to its current 42.2 square miles and approximately 65,700 people (as of January 1992). All lands within the City's official, state-approved "sphere of influence", including all unincorporated "county islands", have now been annexed, with the likely result that Carlsbad's incorporated area will not grow appreciably in the future. As the current boundaries are now likely to be the City's ultimate boundaries, future growth will occur only from within.

As of 1993, a little over half of the City had been developed. Another quarter of the City is in various stages of planning, thus setting the stage for additional near- and mid-term development. Since 1986 Carlsbad has been a "growth management" city in which the major public facilities are being carefully planned, financed, and their capacities sized to serve a targeted ultimate population and number of residential units (see the Land Use Element

for more information on facilities planning and growth management).

In addition to the original village (now an active Redevelopment Area), the City now includes an internationally noted resort and surrounding residential neighborhoods, the most active general aviation airport in San Diego County, a 2,000+-acre campus-industrial corridor (providing over 4 million square feet of light and general industrial uses), a million-plus square feet regional shopping mall, and a major auto mall (with over 20 dealerships). As of 1992 the assessed valuation of the City was \$6.4 billion. The split was 73 percent residential and 27 percent non-residential. The City is accessed by two freeways - Interstate 5 (which runs along the coast) and State Route 78 (which runs along the northern boundary of the City), by the Atchison Topeka and Santa Fe rail line (which lies parallel to the I-5 route), and by several major roads following both inland and coastal routes.

III. HOW TO USE THIS GENERAL PLAN

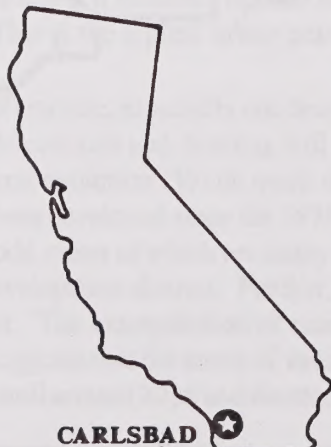
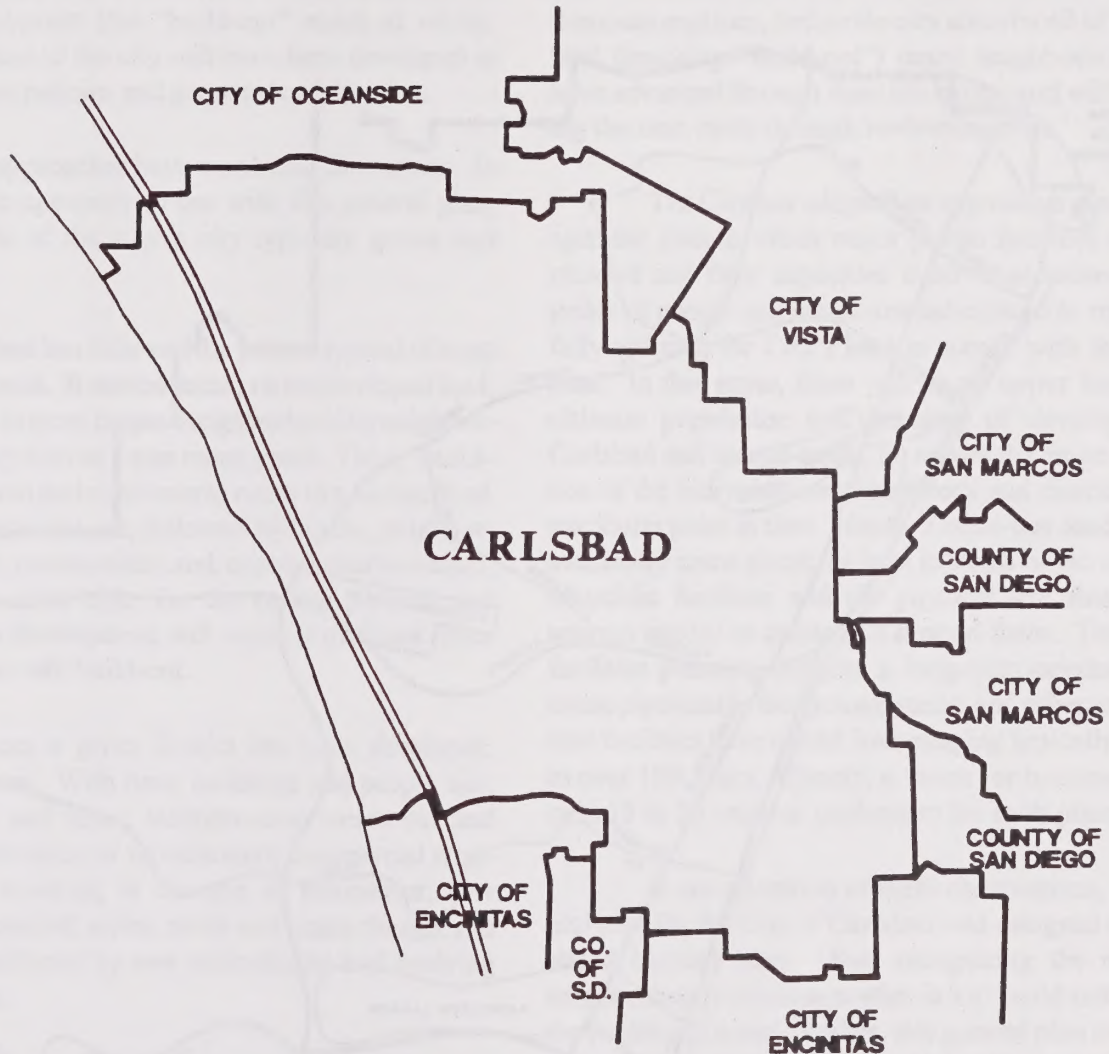
A. THE HORIZON: GETTING THERE

It is customary for a general plan to indicate the official future period during which it will be in effect.

In some plans this period has a discrete beginning and end, with the end being tied to a specific "horizon year" 15 or 20 years in the future. The plan takes the position that it cannot anticipate the needs of the community beyond the horizon year and, therefore, the plan will be in effect only until that time, upon which it will have to be revised in order to have any on-going relevance.

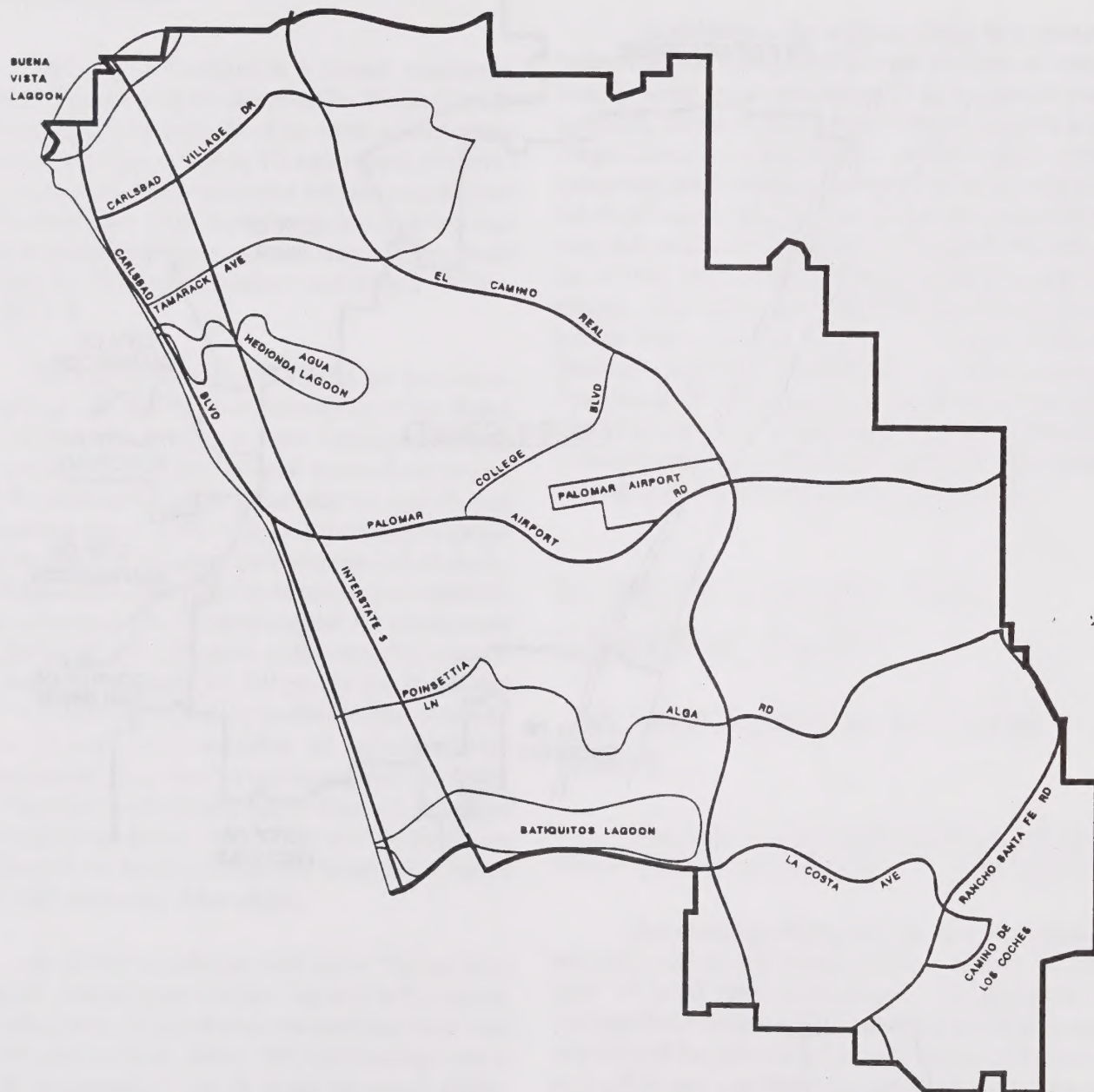
Alternatively, the plan may be designated a "build-out" plan, without a horizon year. It is assumed that the

REGIONAL LOCATION MAP



MAP 1

CITY BOUNDARIES



MAP 2



plan will direct the future development of the city to some theoretical end-point (the "build-out" state) at which point all the land of the city will have been developed in accord with the policies and proposals of the plan.

Both approaches have merits and limitations. In considering the approach to use with this general plan, note was made of the way a city typically grows and evolves.

Carlsbad has followed the pattern typical of most cities in California. It started small, on undeveloped land, and continued to grow larger - neighborhood by neighborhood, district by district - over many years. Thus, "build-out" has occurred and continues to occur in a hierarchical way. First, lots build-out, followed by blocks, neighborhoods, districts, communities, and, once annexation ceases, eventually the entire city. For the various districts and neighborhoods development will occur at different times - and, hence, so will build-out.

Yet once a given district has been developed, change continues. With time: buildings and people age; families come and leave; infrastructure wears out and demands maintenance or replacement; commercial strategies evolve, resulting in changes to businesses; new industries are created; styles, needs and wants change; and everything is affected by new technologies and evolving social patterns.

Through it all each neighborhood and district typically follows a natural physical and social evolutionary pattern. Starting as new development it grows into maturity. Finally as the useful lives of buildings and facilities come to a close, it becomes ripe for renewal and redevelopment. This is the typical urban pattern.

In a city of any size, especially one developed over many years, neighborhoods and districts will exist at all stages of this natural evolution. While much of Carlsbad is newer, having been developed since the 1970s, it has its older neighborhoods, some of which are today designated as an official redevelopment district. Further, the City is only half built-out. The extrapolation of recent rates of land absorption suggests that the stock of vacant residential land may last until around 2015 and the stock of vacant

non-residential land may last until about 2040. Under these assumptions, before the city absorbs all of its vacant land (reaching "build-out") many neighborhoods will have advanced through their life cycles and will be entering the next cycle through re-development.

The City has adopted an aggressive growth management plan in which major public facilities are being planned and their capacities sized to accommodate the yields of people and structures anticipated to result from fully utilizing the City's land in accord with the general plan. In this sense, there will be an upper limit on the ultimate population and intensity of development in Carlsbad and its sub-areas, no matter the stage of evolution of the individual neighborhoods and districts at any particular point in time. Hence, a build-out condition will eventually come about, at least in terms of the capacities of public facilities and the physical and financial resources needed to create and support them. This type of facilities planning requires a long-term orientation, because pipelines in the ground, roads, and other infrastructure facilities have useful lives ranging typically from 50 to over 100 years. Clearly, a vision (or horizon year) of only 15 to 20 years is inadequate for such planning.

In consideration of these observations, this general plan for the City of Carlsbad was designed without a stated horizon year. But, recognizing the reality of neighborhood evolution, neither is it a "build-out" plan in the traditional sense. Rather, this general plan is intended to be a living document, one which will grow and evolve with the dynamics of the community.

When adopted, the General Plan proposed a picture of an ideal, end-state in keeping with both the values set out in "Carlsbad-The Vision" (found at the beginning of this Vision and Introduction) and the land use policies and proposals. However, it is always to be understood that this theoretical end-state will probably never be realized, though the values and vision may continue to be carried forward. In keeping with the concept of a general plan cycle it is intended that the Carlsbad General Plan will be reviewed periodically, and that it will be amended from time to time, as circumstances and the public interest warrant. With each minor or major



amendment the picture of that ideal end-state, toward which the City aspires, will have been changed and improved.

B. ORGANIZATION OF THE GENERAL PLAN

Contents

In its entirety the Carlsbad General Plan consists of the following parts and sections:

- Vision and Introduction.
- Land Use Element.
- Circulation Element.
- Housing Element.
- Open Space and Conservation Element.
- Noise Element.
- Public Safety Element.
- Parks and Recreation Element.
- Arts Element.

It is available in two forms. The entire Carlsbad General Plan is packaged as a single document. Alternatively, the elements may be obtained individually. Any individual element is to be accompanied by this Vision and Introduction.

The Vision

At the beginning of this Vision and Introduction is a single page titled "Carlsbad - The Vision". Although short, this page contains ten overall goal statements, which, in combination, form the heart of the Carlsbad General Plan. These goals constitute not only aspirations and values for the City's ultimate development, but also performance standards by which the City's progress can be measured. As the title indicates, these ten goals represent the City's vision of future Carlsbad. Everything in this general plan is founded upon this vision.

The Elements

While they vary considerably in length, each

element has the same fundamental organization, consisting of two major parts: a section containing introductory and background information, and a policy section.

The introduction and background section recites the requirements of state law for the particular element and speaks to the relationship of the element to the other elements of the Carlsbad General Plan. The balance of the section varies from element to element, but may contain additional background information, an analysis of issues and concerns, definitions, and/or generalized standards and criteria.

The policy section of each element is its heart. In this section the City establishes the "...statement of development policies...includ[ing] objectives, principles, standards and plan proposals" required by state law (Government Code Section 65302). There are three sub-sections setting out a) goals, b) objectives, and c) implementing policies and action programs.

What Are Goals, Objectives, and Implementing Policies and Programs?

The policy section of each element uses a hierarchy of planning statements ranging from the generalized to the specific. All of these statements are derived from the City's vision statement.

Goals - A goal is a statement of an ideal future end-condition or state related to the public health, safety, or welfare toward which planning and planning implementation measures are directed. A goal is an expression of community values, and is, therefore, abstract in nature. Consequently, in this general plan a goal statement is not quantified, time dependent, or suggestive of specific actions for its achievement. (e.g. "Housing Element Goal 2: New housing developed with a diversity of types, prices, tenures, densities, and locations and in sufficient quantity to meet the demand of anticipated City and regional growth.")

Objectives - An objective is a specific end-condition or state that is an intermediate step toward attaining a goal. It should be achievable and, when



possible, measurable and time-specific. An objective may pertain to one particular aspect of a goal or may be one of several successive steps toward the achievement of a goal. Each goal should have one or more specific objectives describing what should result in trying to achieve the goal. (e.g. "Housing Element Objective 2.1.: Allow development of sufficient new housing to meet Carlsbad's share of the total regional housing need, as identified in SANDAG's *Regional Housing Needs Statement, 1991-1996*. Target: Approximately 6,273 units.")

Implementing Policies and Programs - These statements articulate measures designed to bring about attainment of the objectives and goals. In the Carlsbad General Plan they range in specificity from generalized guidelines and principles, to procedures, to specific action programs. In measuring the progress the City makes towards its objectives, and, therefore towards its goals, it is the effectiveness of these implementing policies and programs that will be measured.

C. RELATIONSHIP OF THE GENERAL PLAN AND ENVIRONMENTAL MITIGATION MONITORING

The implementation programs contained in each Element of the General Plan are used as the basis for preparing the annual report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the Government Code. Because many of the individual implementation actions and programs described in each Element act as mitigation for significant environmental impacts resulting from development as described in the General Plan, the annual report can also provide a means of monitoring the application of the mitigation measures as required by AB 3180. Implementation programs included in the General Plan should be updated whenever the City's General Plan is amended or updated to ensure its continued consistency and usefulness.

D. KEY SUBJECTS - CROSS REFERENCE

Some important topics are addressed in the General Plan in more than one place, due to the multi-dimensional range of issues associated with them. For example the City's general aviation airport is discussed in the Land Use Element, the Circulation Element, the Noise Element, and the Public Safety Element, each discussion being conducted in a somewhat different context.

The following matrix has been prepared (See Table 1: Matrix of Key General Plan Subjects) to assist the user of the General Plan in locating all of the information about a given subject when that subject is addressed in more than one place.

The horizontal axis of the matrix lists the General Plan sections, including each of the elements, the Vision and Introduction, and the appendices. The vertical axis lists those important topics that are addressed in a substantive way in more than one location of the General Plan. At each intersection of a general plan section with a topic area, the matrix gives information about the kind of discussion (if any) that is contained in the section about that topic area. If a "B" appears, the topic is discussed in the section as background information; if a "GO" appears, the topic is addressed in one or more of the goals or objectives of the element; and if an "I" appears, the topic is addressed in an implementing policy or program. If the intersection is blank, then the topic is not discussed in a substantive way in that section.

Please note that this matrix does not contain an exhaustive listing of all of the topics addressed in the Carlsbad General Plan. It lists only those major topics that are addressed in more than one place and only if there is substantive discussion in those places.



Table 1: Matrix of Key General Plan Subjects

V = Vision Statement B = Background Information P = Policy and/or Programs

Subject	General Plan Element/Chapter									
	Vision & Intro.	Land Use/ Pub. Fac.	Circul.	Noise	Housing	O.S. & Conserv.	Safety	Parks & Recreat.	Arts	Appendices
Agriculture		B, P			B	B, P				
Air Quality			P			P				
Airport C.L.U.P.		B, P		B, P	B					
Art - General				B, P					B, P	
Art - Public									P	
Barrio Carlsbad		B, P								
Buena Vista Lagoon Watershed		B								
C.D.B.G.					B					
Coastal Zone		B			B, P					
Community Reinvest. Act					P					
Condominium Conversions					B, P					
Conservation of Resources	V					B, P		P		
Crime							B, P			
Density - Dwellings Units/Acre		B, P			B					
Density Bonus		B, P			P					
Disaster Preparation							B, P			
Economic Growth	V	P								
Electro-Magnetic Fields							B, P			
Employment	V	P		P	B					
Energy Conservation					B, P					
Environment	V	B, P	B, P		B	B, P				
Farm Workers					B, P					
Fees & Exactions			B, P		B					
Fire Hazards							B, P			
Fiscal Capability					B, P					
Floods							B, P			
Geologic & Seismic Hazards							B, P			
Greenways						B, P				
Growth Mgt. - Carlsbad	B	B, P	B, P		B, P	B, P		B, P		B
Growth Mgt. - Regional	B	B, P	P							
Habitats, Sensitive Biological	V	B, P			B	B, P		P		
Handicapped Persons			P		B					
Hazardous Materials							B, P			
Historic/Cultural Preservation	V					P		P		
Homeless Persons					B, P					
Household Income					B					
Housing - Rents					B					
Housing - Constraints					B					
Housing - General	V				B, P					
Housing - Household size					B					
Housing - Impact Fee					B, P					
Housing - In-Lieu Fee					B, P					
Housing - Inclusionary					P					
Housing - Low					B					B
Housing - Military					B, P					
Housing - Needs Assessment					B, P					

Table 1: Matrix of Key General Plan Subjects

V = Vision Statement B = Background Information P = Policy and/or Programs

Subject	General Plan Element/Chapter									
	Vision & Intro.	Land Use/ Pub. Fac.	Circul.	Noise	Housing	O.S. & Conserv.	Safety	Parks & Recreat.	Arts	Appendices
Housing - Opportunities	V				B					
Housing - Preservation					B, P					
Housing - Projections					B					
Housing - Rehabilitation					B, P					
Housing - Student					B, P					
Housing - Vacancy Rates					B					
Housing Assistance Plan					B					
Housing/Job Balance	V				B, P					
Land - Constrained		B				B, P				
Land - Inventory, Developed		B			B					
Land - Inventory, Vacant					B					
Land Usage Chart		B			B					
Land Use - Combination District		B								
Land Use - Community Commercial		B, P								
Land Use - General	B	B, P	B, P		B					
Land Use - Governmental Facilities		B								
Land Use - Neighborhood Comm'l		B, P								
Land Use - Office & Relat. Comm'l		B, P								
Land Use - Planned Industrial		B, P	P							
Land Use - Regional Commercial		B, P								
Land Use - Residential		B, P	P		B, P					
Land Use - Travel/Service Comm'l		B, P								
Land Use - Unplanned Areas		B								
Land Use Map		B			B					
Land Use - Transportation Corridor		B								
McClellan-Palomar Airport		B, P	B, P	B, P	B		B, P			
Mixed-Use Development		P			P					
Mobile Homes					P					
Noise Contours				B, P						
Oil Spills							B, P			
Open Space	V	B			B	B, P		B, P		
Open Space - Acquisition						B, P				
Open Space - Law						B				B
Parks	V	B, P								
Population - By Age Group					B					
Population - By Race					B					
Population - History	B				B					
Population - Projection					B					
Property Taxes - Valuation	B									
Public Facilities	V, B	B, P	P		B					
Public Utilities		B, P	P			B, P		B, P		
Quimby Act								B, P		
Rail Roads		P	P	B, P						
Recreation	V	B, P	P					B, P		
Redevelopment		B, P	P		B					
Regional Planning/Issues	V	B, P	B, P					B, P		



Table 1: Matrix of Key General Plan Subjects

V = Vision Statement B = Background Information P = Policy and/or Programs

Subject	General Plan Element/Chapter									
	Vision & Intro.	Land Use/ Pub. Fac.	Circul.	Noise	Housing	O.S. & Conserv.	Safety	Parks & Recreat.	Arts	Appendices
Scenic Roadways			B, P							
Schools		B				B, P		B, P		
Section 8 Rental Assistance					B, P					
Senior Citizens					B, P					
South Coast Commuter Corridor		B								
Special Resource Protection						B, P		P		
Storm Drainage Facilities			B, P							
Streets/Traffic Control			P							
Subdivisions		B			B					
Transportation - Air			B, P							
Transportation - Alternative Modes			P							
Transportation - General	V, B		B, P	B, P						
Trails			P			B, P		P		
Village, The	B	B, P								
Water - Quality Protection			P			P				
Water - Supply					B, P					
Zoning		B			B	P				
Zoning - Overlay					B					
Zoning - R-2 Lots		B								



Land Use Element



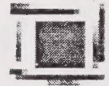
Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Land Use Element is basically concerned with how and where people will live, work, play and shop in Carlsbad. It involves providing sufficient land to meet the needs of the community over a long-term period, while at the same time preserving the quality and quantity of our natural environment. It also involves establishing the proper relationship between living areas and nonresidential land uses.

The Land Use Element represents the desirable pattern for the ultimate development of the City as can be presently determined. As new information becomes available, or circumstances change, this document may require amendment. Thus the element is not a final picture of the City in the future, but an expression of what is desired for the future based on present knowledge and circumstances, and as such is part of a continuous planning process.

This element also addresses the provision of adequate public facilities necessary to serve the land uses identified in the General Plan. These facilities include, but are not limited to, city administration, library, wastewater treatment, parks, drainage, circulation, fire service, schools, sewer collection, water distribution and open space. It is a basic principle of the General Plan that areas planned for residential, commercial or industrial use will not be put to such a use, nor zone changes or subdivision approvals considered, until the City can be assured that all necessary public facilities for the area to be developed can and will be available concurrent with need.

B. STATE LAW

A Land Use Element is required by State law (Government Code Section 65302(a)). Under the State law, it is required to designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public

and private uses of land. The Land Use Element should also include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The Land Use Element consists of both a narrative (written goals, objectives and implementing policies and action programs) and a graphic portrayal of land uses (Land Use Map). Both of these constitute the Land Use Element and represent the "Land Use Plan" for the City of Carlsbad. Neither should be amended without considering the impact on the other.

State law also permits the Land Use Element to address other subjects which relate to the physical development of the City. In this regard, Carlsbad's Land Use Element contains its program for managing the future growth which will occur in the City. This program is directed primarily at ensuring that an adequate level of public facilities will be provided at all times.

C. RELATIONSHIP TO OTHER ELEMENTS

In differing degrees all of the elements of the General Plan contain goals and policies which relate to the Land Use Element. The Land Use Element has the broadest scope of all the elements and plays the central role of correlating all land use issues into a set of coherent development policies. All of the other elements contain policies, implementation measures and mapped information which relate to the Land Use Element in terms of establishing development procedures and modifying land use forms, and intensities based on distinct physical features in the City. Therefore, each element of the General Plan must be referred to for a complete understanding of the purposes, intentions and development requirements embodied in the Land Use Element. It is the policy of the City that the Land Use Element be consistent with and further the goals of all other elements of the General Plan.

D. DEVELOPMENT CODE

Carlsbad's codes governing development include the Zoning Ordinance, the Environmental Protection Procedures Ordinance, the Subdivision



Ordinance and the Uniform Building Code. These Codes regulate development as follows:

1. The Zoning Ordinance (Carlsbad Municipal Code, Title 21) - This ordinance implements the General Plan by regulating the distribution and intensity of land uses in such categories as residential, commercial, and industrial. Written regulations establish standards for minimum lot size; building height and setback limits; fence heights; parking; and other development parameters within each land use. In the event of an inconsistency between the Zoning Ordinance and the General Plan, the General Plan shall prevail and the Zoning Ordinance shall be amended within a reasonable time so that it is consistent with the General Plan as amended. (Government Code Section 65860(c)).

2. Environmental Protection Procedures (Carlsbad Municipal Code, Title 19) - This ordinance implements the California Environmental Quality Act and is intended to provide for enhancement and protection of the environment within the City by establishing principles, criteria, and procedures for evaluation of the environmental impact of public and private projects.

3. The Subdivision Ordinance (Carlsbad Municipal Code, Title 20) - This ordinance implements Section 66410 of the Government Code (the State Subdivision Map Act). Both set the procedures which regulate the division of land into smaller parcels. Both the General Plan and the Carlsbad Subdivision Ordinance govern the design of the subdivision, the size of its lots, and the types of improvements that will be required as conditions of approval.

4. The Uniform Building Code (Carlsbad Municipal Code, Title 18) - The purpose of this code is to provide standards to safeguard health, property and public welfare by regulating the design, construction, occupancy, and location of buildings within the City. This code is recommended to the state by the International Conference of Building Officials, adopted by the State and then adopted by local jurisdictions. A new code is published every three years with addenda published annually. As part of the local ordinance, the Carlsbad Building Code includes the uniform mechanical, plumbing and electrical codes. All residential, industrial and commercial

development must conform to the provisions of these codes.

"The intent of the land use plan is to provide a full-service, balanced community where the needs of all the residents can be provided for, yet still have a cohesive urban form."

II. DESCRIPTION OF THE LAND USE PLAN

A. CITY FORM AND FUNCTION

1. UNDERLYING PRINCIPLES

The underlying principle of Carlsbad's "land use plan" is that the City will develop as a balanced community with a full range and variety of land uses. Although remaining primarily residential in nature, the City will provide places to shop, to participate in recreational activities, to enjoy nature, for both local and regional employment opportunities, and to experience the City's cultural amenities. The plan encourages a variety of housing types and densities to serve the needs of all income groups and lifestyles. It encourages a strong, viable economic base. It attempts to balance urban land uses with environmental features and open space.

2. MAJOR FACTORS AFFECTING FORM

Carlsbad's future development pattern, like its historical development, will be influenced significantly by three major factors.

Factor 1: Land Forms

Carlsbad's native land form, like much of the Southern California coastal area, consists of an uplifted coastal plain across which east-west trending drainages have cut systems of alternating mesas separated by riparian valleys and canyons. At the ocean, the mesas terminate in



coastal bluffs and the major drainages have formed lagoons. The low areas and mesa slopes offer many constraints to development, arising not only from the frequently difficult soils and steep topography, but also from the presence of wet-land and riparian habitats which provide homes to a range of sensitive plant and animal species.

Two of the lagoons, Buena Vista and Batiquitos, and their associated east-west trending drainages, form the northerly and southerly boundaries, respectively, of the City. The third lagoon, Agua Hedionda, effectively divides the City into north and south sectors.

The upland areas and mesas, being less constrained, are more hospitable to development.

Factor 2: Airport and Nonresidential Corridor

McClellan-Palomar Airport, which completed construction in March, 1959, was built atop the mesa just south of the Agua Hedionda valley and lagoon. Oriented to take advantage of the on-shore winds, the runway lies on an east-west axis. The associated glide path, crash hazard, and noise impact areas around the airport significantly influence the type and intensity of development across the entire central area of the City. This area of influence extends generally in a broad band east and west of the runway, and, to a lesser degree, north and south of the airport. For reasons of health and safety, residential development and most institutional land uses (hospitals, schools, etc.) must be precluded from this area of airport influence. The result is that lands surrounding the airport can be utilized principally only for industrial and supporting commercial development.

This nonresidential corridor extends beyond the actual influence of the airport, all the way to the ocean and the mouth of the Agua Hedionda Lagoon. The extension comes about due to the proximity of the airport's influence area to the 640-acre utility corridor owned by the San Diego Gas and Electric Company for the Encina Power Plant and its associated major transmission right-of-way along the southerly shore of the Agua Hedionda Lagoon. Land within this ownership may be used only for industrial-scale utility functions and open space.

Factor 3: Regional Employment Center

As a result of the nonresidential nature required of the lands surrounding the airport, Carlsbad has designated and zoned most of these lands for industrial and, to a lesser degree, office development. The size of the affected acreage is very substantial, with the result that Carlsbad has created one of the largest inventories of aggregated industrial land and, correspondingly, one of the largest potential employment generators in North San Diego County. When fully developed, this generator will provide jobs not only in Carlsbad, but in the entire region as well. This role as regional employment generator will increasingly have major implications for the City's identity, its role in the region, and its future development patterns.

3. DEFINING FUTURE CITY FORM AND FUNCTION

The above factors shape, and to a degree, limit the type of urban form that future Carlsbad may have. Due to the Agua Hedionda Lagoon (and its drainage), the airport and its influence area, and the power plant with its transmission rights-of-way, the City is effectively divided into northerly and southerly residential sectors. Further, the geographical center of the City is the airport, flanked easterly and westerly by a major Industrial, employment-generating corridor.

These facts suggest that the future development of Carlsbad cannot easily be based upon a traditional model utilizing a "downtown" commercial core (located in the Village) surrounded by residential areas and outlying industrial areas.

Rather, a more appropriate model, and the model upon which the Land Use Plan of this General Plan is based, is one of a centralized employment core (the airport/industrial corridor) supporting and supported by several adjoining residential communities, each of which is, and will continue to be, relatively self-contained, developing with its own special identity and character.

Within the larger defining context described above, the location and definition of these residential communities will be further determined by:



- Secondary landform features (drainages, open space corridors, proximity to the coast, etc.);
- Their spatial relationship to major transportation corridors;
- Their location with regard to major public facilities (community parks and schools);
- Prior development history (for existing communities like the Village and La Costa); and
- The master plan development process (especially in the southerly half of the city).

The plan calls for these residential communities to be designed and developed, and to function as relatively self-contained entities in terms of community services, yet simultaneously to contribute to the city-as-a-whole. Sufficient land is (or will be, in newer areas) identified and associated with each community to support a balance of neighborhood commercial and social services. Through its growth management plan the City will continue to assure the provision of the full range of basic public services. In addition to offering its special character to the larger city, each community may also provide special or unique services or amenities (a regional shopping center, a multi-mode transportation center, a major recreation facility, for example). In particular, those neighborhoods adjacent to the central employment core around the airport should provide residences and both general and specialized support services to the employees and enterprises of the core.

In addition to lending definition to the boundaries of the several communities, the landform of the City also provides Carlsbad with truly magnificent scenic and environmental resources. In particular, the lagoons, riparian valleys and canyons, and sage and chaparral-covered hillsides bequeath to the City a wealth of environmental riches. However, with this legacy comes the challenge and responsibility to husband and to protect these environmental resources at the same time that they are integrated into the future development pattern of the City. To this end, the Land Use Plan calls for a comprehensive and aggressive environmental resource management and open space preservation program (see the Open Space and Conservation Element). One of the major defining characteristics of the City form called for by the plan is an extensive network of interconnected greenways, wildlife corridors, parks, trails, and environmental preserves.

B. GROWTH MANAGEMENT PLAN

"All necessary public facilities...will be constructed or are guaranteed to be constructed concurrently with the need for them..."

The transition period between what the City is today and what the ultimate, desired character of the City will be is most critical. An area of primary concern is the capability of the City to adequately serve growth as it occurs. To ensure that adequate public facilities and services are guaranteed at all times as growth occurs, the City developed a Growth Management Program which was subsequently ratified by Carlsbad voters in November, 1986. This program establishes citywide, quadrant, and Local Facilities Management Zones performance standards for eleven public facilities. The eleven public facilities addressed are city administration, library, wastewater treatment, parks, drainage, circulation, fire, open space, schools, sewer collection, and water distribution. The program requires that the appropriate public facilities must be available in conformance with the adopted performance standards in an area when new development occurs. Unless each of these eleven public facility standards have been complied with, no new development can occur.

Compliance is planned for and provided through a three-tiered or phased planning process:

Citywide Facilities and Improvements Plan - which adopted eleven public facility performance standards, defined the boundaries of twenty-five local facility management zones, and detailed existing public facilities and projected the ultimate public facility needs.

Local Facilities Management Plans - are prepared in each of the twenty-five zones and implement the provisions of the Growth Management Program. Plans for zones 1-6 were prepared by the City because these areas were highly urbanized, and there were no large undeveloped lands under a single ownership. Remaining zone plans will be prepared by property owners and then approved by the City within each zone. These plans phase all development and public facilities needs in accordance with the adopted performance stan-



dards, provide a detailed financing mechanism to ensure public facilities can be provided, are reviewed by City staff for accuracy, and are approved by the City Council after a public hearing.

Individual Projects - must comply with the provisions of the Local Facilities Management Plans, as well as implement provisions of the Citywide plan. The third phase of the program includes the review of individual projects to ensure compliance with all performance standards prior to the approval of any development permits.

The Citywide Facilities and Improvements Plan, adopted in 1986, made an ESTIMATE of the number of dwelling units that could be built as a result of the application of the density ranges in the Land Use Element to individual projects. For the entire City at buildout, the ESTIMATE was 54,600 dwelling units or an ESTIMATED population of 135,000.

The purpose of this estimate was to provide an approximate ultimate number of future dwelling units and population citywide and for each quadrant for facility planning purposes. The City's Capital Improvement Plan, Growth Management Plan, and public facilities plans are all based on this estimate. To ensure that all necessary public facilities will be available concurrent with the need to serve new development, it was necessary to set a limit on the number of future residential dwelling units which can be constructed in the City based on the estimate. The City determined the maximum number of future dwelling units which could be constructed in the four quadrants along El Camino Real and Palomar Airport Road. The maximum number of future dwelling units which may be constructed or approved in each quadrant after November 4, 1986, is as follows: Northwest Quadrant 5,844; Northeast Quadrant 6,166; Southwest Quadrant 10,667; Southwest Quadrant 10,801. (Map 1: Maximum Future Dwelling Units by Quadrant).

When the Growth Management Program was ratified by Carlsbad citizens through an initiative, the voters mandated that the City not approve any General Plan amendment, zone change, tentative subdivision map or other discretionary approval which could result in future residential development above the limit in any quadrant.

This mandate will remain in effect unless changed by a majority vote of the Carlsbad electorate.

C. LAND USE CLASSIFICATIONS

The land use classifications described herein and shown graphically on the Land Use Map (Map 2: General Plan Land Use Map) represent existing and expected land uses in the City at some future period of time, at total buildout of the City. The purpose of the Land Use Map is to serve as a diagram to graphically display the type, arrangement and relation of land uses planned in the City. It is not intended to be used to legally define or measure parcels of land. Table 1: Quantitative Breakdown of Land Use Map is a quantitative breakdown of the Land Use Map in approximate gross acres. Charts 1 and 2 provide a more visual representation of the number of acres designated for each land use category. The following are the land use classifications represented on the Land Use Map:

RESIDENTIAL

- Low Density (RL) (0-1.5 dwelling units per acre)
- Low-Medium Density (RLM) (0-4 dwelling units per acre)
- Medium Density (RM) (4-8 dwelling units per acre)
- Medium-High Density (RMH) (8-15 dwelling units per acre)
- High Density (RH) (15-23 dwelling units per acre)

COMMUNITY FACILITIES (CF)

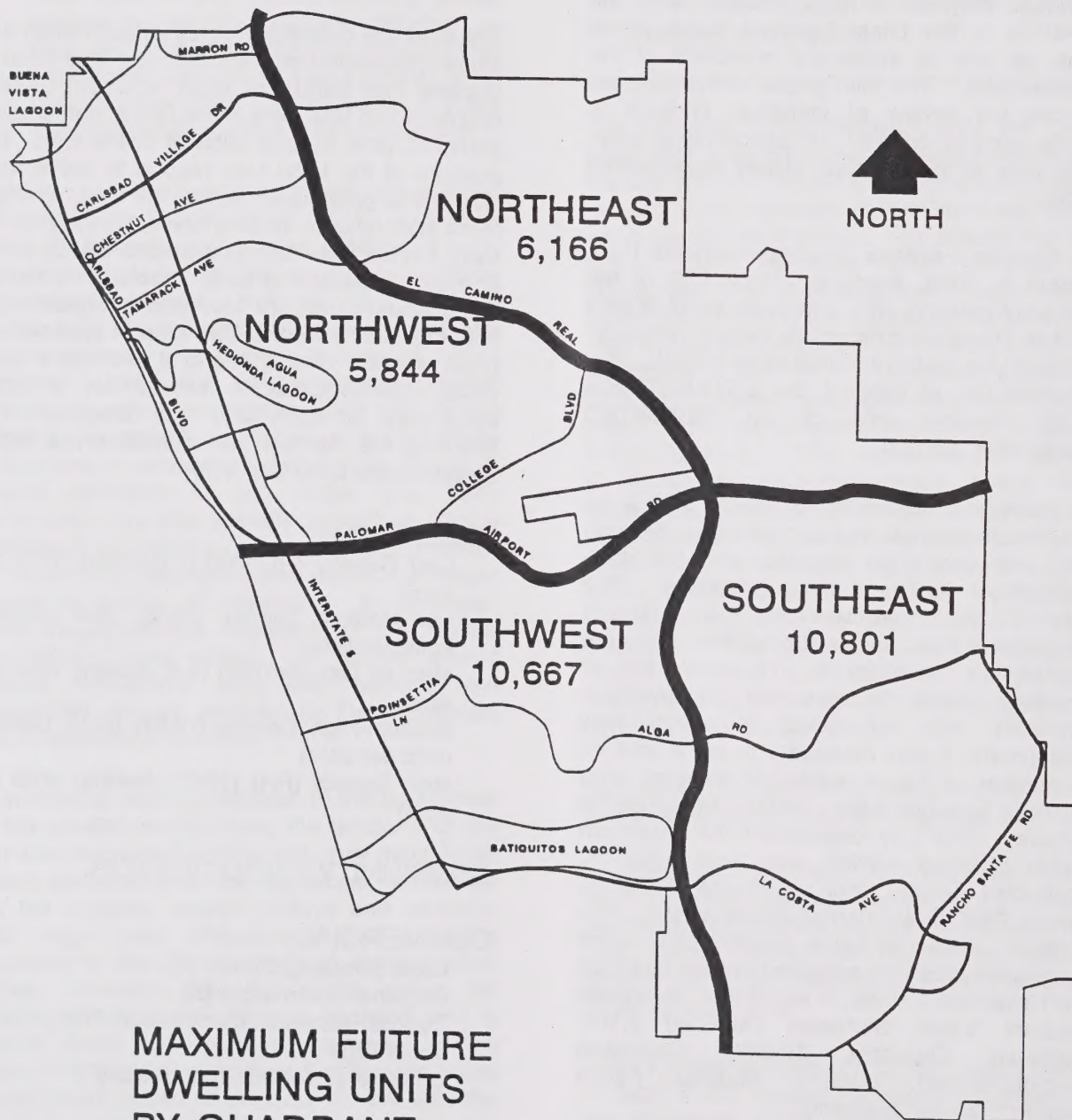
COMMERCIAL

- Local Shopping Center (L)
- Regional Commercial (R)
- Tourist/Recreation Commercial (TR)
- The Village (V)
- Office and Related Commercial (O)

PLANNED INDUSTRIAL (PI)

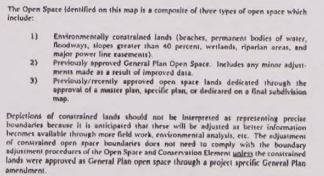
GOVERNMENTAL FACILITIES (G)

PUBLIC UTILITIES (U)



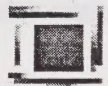
MAXIMUM FUTURE
DWELLING UNITS
BY QUADRANT

Note: First Row of Lots
Adjacent to Lagoon
Is Designated RLM



The data contained hereon is based on information available at this time and is subject to change. Information should be verified by the City of Carlsbad Planning Department.

MAP UPDATED JUNE 2003



SCHOOLS

Elementary
Junior High
High School
Continuation
Private

OPEN SPACE & COMMUNITY PARKS (OS)

TRANSPORTATION CORRIDOR (TC)

UNPLANNED AREAS (UA)

COMBINATION DISTRICT

Within each land use designation, there exists the potential for certain unique land uses for which there are no specific designations. Such uses may include, but are not limited to churches, or hospitals. These and other unique types of uses cannot be automatically placed within any

"A City which provides for a variety of housing types and density ranges to meet the diverse economic and social requirements of residents..."

particular land use classification and must be reviewed on an individual site basis through the conditional use permit process (Title 21, Chapter 21.42, Carlsbad Municipal Code).

Discussed below are descriptions of the land use classifications including population density and building intensity permitted within each classification.

1. RESIDENTIAL

Density is the unit of measure used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements used in establishing the public facility requirements for each area. Density allocations are not intended to specifically identify building types but rather intensity of use. The City's goals regarding the need for specific types of residential

housing are contained in the Housing Element. That element should be referred to for more detailed information regarding the housing needs of the community and an integrated set of goals, policies and programs to assist the community in meeting those needs.

Five ranges of density, as shown below, have been incorporated into the General Plan. Each of these categories is implemented by one or more zone classifications that contains specific site development standards. The City also has a specific mobilehome park zoning classification although individual mobilehomes are permitted in any density classification.

- a. **Low Density (RL):** Low density residential classification characterized by single-family dwellings on parcels one-half acre or larger.
- b. **Low-Medium Density (RLM):** Urban low-medium density residential areas characterized usually by single-family homes and planned residential development - 0 to 4 dwelling units per gross acre. A variety of overall housing types may be allowed as long as the overall density does not exceed 4 dwelling units per acre.
- c. **Medium-Density (RM):** Urban medium density residential areas characterized by small lot single-family homes or town homes, duplexes, triplexes and low density apartment developments - 4 to 8 dwelling units per acre.
- d. **Medium-High Density (RMH):** Urban multiple residential areas characterized by one and two-story condominium or apartment developments - 8 to 15 dwelling units per acre.
- e. **High Density (RH):** High-density residential classification characterized by two and three-story condominium and apartment development, 15 to 23 dwelling units per acre.

Certain areas of the City designated for planned communities may have several residential designations or combinations of residential designations. To accommodate good design and planning, as well as environmental and topographical factors, planned communities shall be controlled by a master plan.

TABLE 1
QUANTITATIVE BREAKDOWN OF EXISTING LAND USE MAP

LAND USE	TOTAL ACRES (GROSS)	% OF TOTAL (GROSS)	% OF LAND USE (GROSS)
RESIDENTIAL	14,194	57	
Low Density	1,798	7	12
Low-Medium Density	8,382	34	59
Medium Density	2,681	11	19
Medium-High Density	1,096	4	8
High Density	237	1	2
NON-RESIDENTIAL	4,134	17	
Intensive Regional Retail	119	0	3
Extensive Regional Retail	78	0	2
Regional Service	28	0	1
Community Commercial	222	1	5
Neighborhood Commercial	66	0	0
Travel Services	170	1	1
Central Business District	70	0	0
Recreational Commercial	142	1	1
Professional Office	221	1	1
Planned Industrial	2,169	9	14
Non-Residential Reserve	515	2	3
PI/RS/C/TS/U	87	0	1
PI/O	180	1	1
TS/C	67	0	0
MIXED USE	144	1	
RM/O	62	0	43
RMH/TS	33	0	23
RH/O	2	0	1
RH/C/O	47	0	33
OTHER	6,316	25	
Schools	513	2	8
Governmental	273	1	4
Designated Open Space	4,257	17	67
Public Utilities	158	1	3
Roads and Railroad	1,079	4	17
Public Rights-of-Way	36	0	1
TOTAL CITY AREA	24,788	100*	

Source: These numbers are based on information from 21 adopted Local Facilities Management Zone Plans and information from San Diego Association of Governments (SANDAG) for the four remaining zone plans. These figures are subject to revision upon amendment to these approved zone plans and/or approval of the remaining four zone plans. Numbers will be updated as the General Plan is updated.

★ Totals have been rounded off to the nearest whole number; zeros indicate areas of less than an acre.

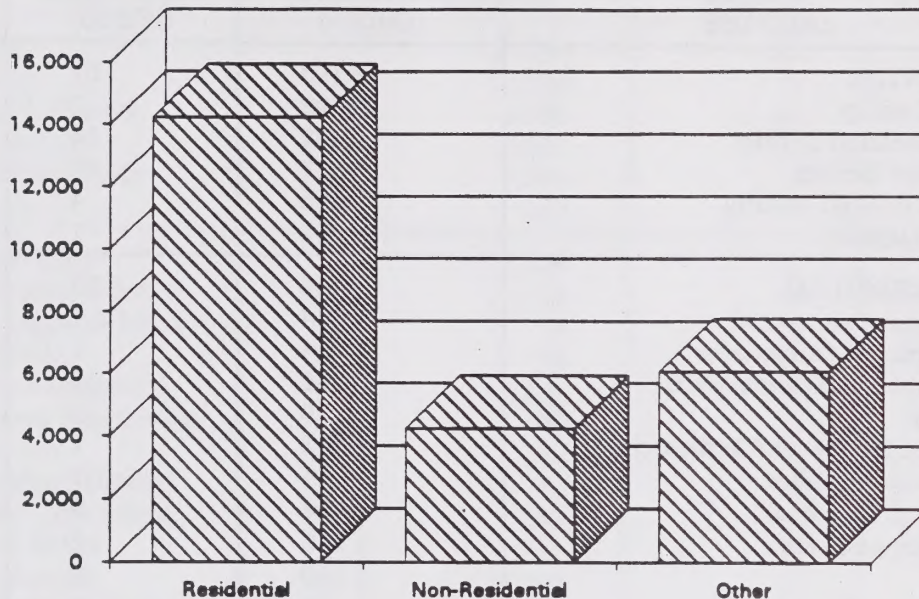
TABLE 1
QUANTITATIVE BREAKDOWN OF PROPOSED LAND USE MAP

LAND USE	TOTAL ACRES (GROSS)	% OF TOTAL (GROSS)	% OF LAND USE (GROSS)
RESIDENTIAL	14,194	57	
Low Density	1,798	7	12
Low-Medium Density	8,382	34	59
Medium Density	2,681	11	19
Medium-High Density	1,096	4	8
High Density	237	1	2
NON-RESIDENTIAL	4,134	17	
Regional Commercial	224	1	5
Community Commercial	304	1	7
Neighborhood Commercial	66	0	2
Village	70	0	2
Tourist-Recreation/Commercial	313	1	8
Professional Office	221	1	5
Planned Industrial	2,174	9	53
Unplanned Areas	515	2	12
PI/O	180	1	4
T-R/C	67	0	2
MIXED USE	144	1	
RM/O	62	0	43
RMH/T-R	33	0	23
RH/O2	2	0	1
RH/C/O	47	0	33
OTHER	6,316	25	
Schools	513	2	8
Governmental	273	1	4
Designated Open Space	4,257	17	67
Public Utilities	158	1	3
Roads and Railroad	1,079	4	17
Public Rights-of-Way	36	0	1
TOTAL CITY AREA	24,788	100*	

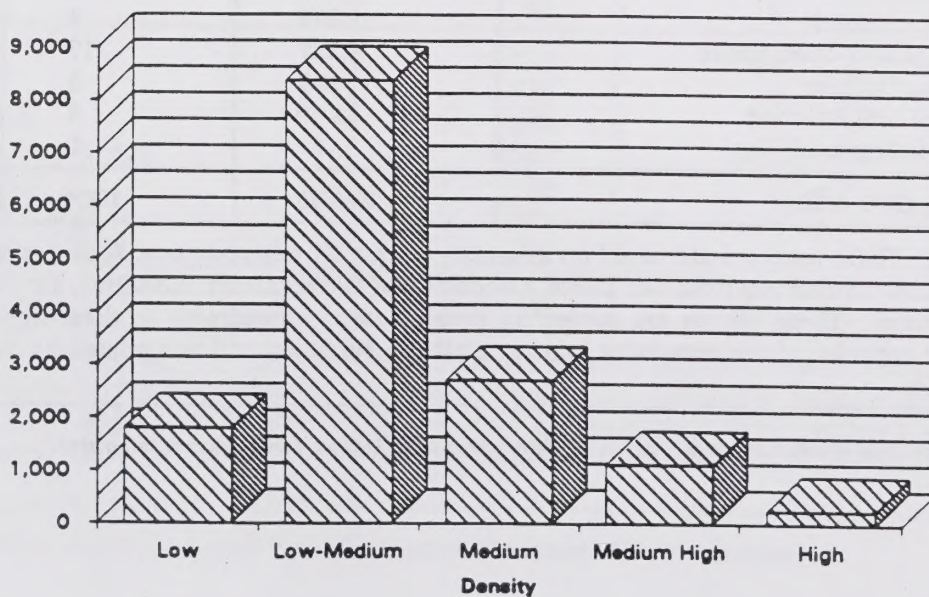
Source: These numbers are based on information from 21 adopted Local Facilities Management Zone Plans and information from San Diego Association of Governments (SANDAG) for the four remaining zone plans. These figures are subject to revision upon amendment to these approved zone plans and/or approval of the remaining four zone plans. Numbers will be updated as the General Plan is updated.

*Totals have been rounded off to the nearest whole number; zeros indicate areas of less than an acre.

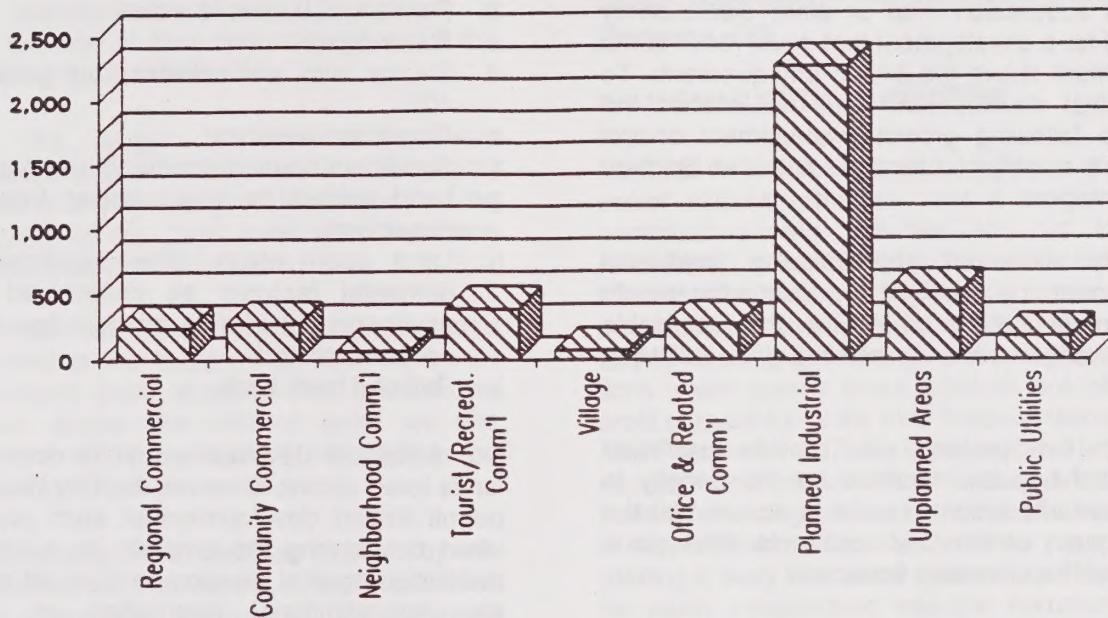
OVER-ALL LAND USE ACRES



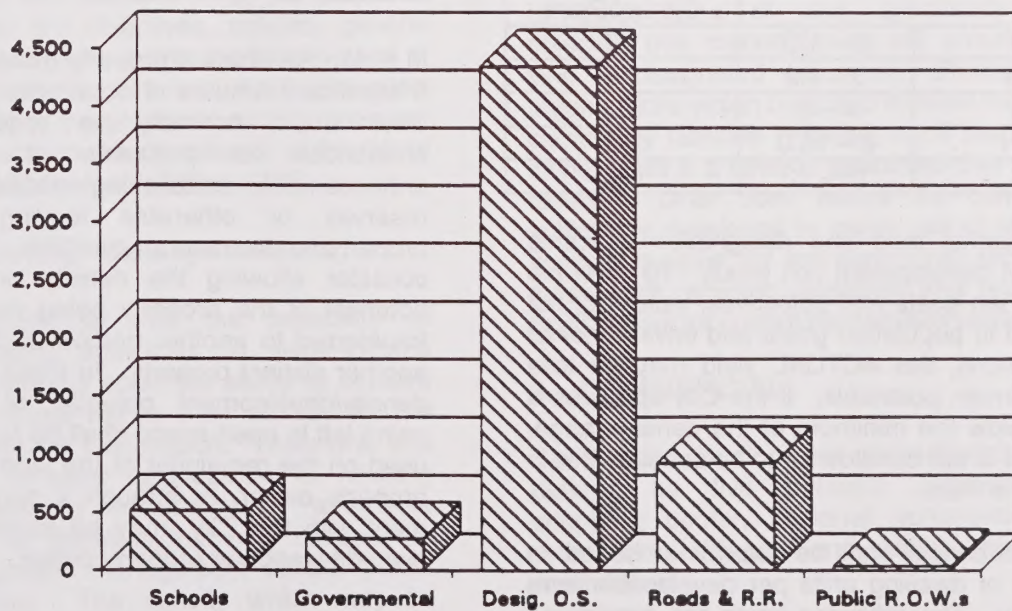
RESIDENTIAL LAND USE ACRES

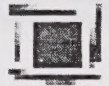


NON-RESIDENTIAL LAND USE ACRES



"OTHER" LAND USE ACRES





As part of the City's Growth Management Plan, a dwelling unit limitation was established for each quadrant of the City. The City shall not approve any general plan amendment, zone change, tentative subdivision map or other discretionary approval for a development that could result in the development above the limit in any quadrant. To ensure that development does not exceed the limit, the following growth management control points are established for the Land Use Element density ranges.

The City shall not approve any residential development at a density that exceeds the growth management control point for the applicable density range without making the following findings:

- a. That the project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted.
- b. That there have been sufficient developments approved in the quadrant at densities below the control point so the approval will not result in exceeding the quadrant limit.

Table 2: ALLOWED DWELLING UNITS PER ACRE

General Plan Density Ranges		Growth Management Control Point
RL	0 – 1.5	1.0
RLM	0 – 4.0	3.2
RM	4 – 8	6.0
RMH	8 – 15.0	11.5
RH	15 – 23	19.0

The residential land use designation indicates MAXIMUM development unit yields. To meet the General Plan goals and objectives, including, but not limited to population goals and environmental considerations, the ACTUAL yield may be less than maximum potentials. If the City approves a project below the minimum of the density range, the project is still considered to be consistent with the General Plan.

Residential density shall be determined based on a number of dwelling units per developable acre of property. The following lands are considered

to be undevelopable and shall be excluded from density calculations:

- a. Beaches;
- b. Permanent bodies of water;
- c. Floodways;
- d. Slopes with an inclination of greater than 40%;
- e. Significant wetlands;
- f. Significant riparian woodland habitats;
- g. Land subject to major power transmission easements;
- h. Land upon which other significant environmental features as determined by the environmental review process for a project are located; and
- i. Railroad track beds.

No residential development shall occur on the lands listed above; however, the City Council may permit limited development of such property, if when considering the property as a whole, the prohibition against development would constitute an unconstitutional deprivation of property. Limited development of accessory or nonresidential uses may be permitted.

Development on slopes with an inclination of 25% to 40% shall be permitted if designed to minimize the grading and comply with the slope development provisions of the hillside ordinance and the Carlsbad Local Coastal Program. However, only 50% of the area shall be used for density calculations.

In instances where a property owner is preserving a significant amount of open space land beyond what would normally be required by city ordinances for purposes of environmental enhancement, establishing wildlife corridors or reserves or otherwise leaving developable property in its natural condition, the City shall consider allowing the density or development potential of the property being preserved to be transferred to another portion of the property or another distinct property. In these instances, the density/development potential of the property being left in open space shall be reserved for and used on the remainder of the land owned by the property owner, or through a negotiated agreement with the City, may be transferred to land owned by another property owner.



All legally existing R-2 lots, as of December 1, 1986, may be developed with a two-family residence regardless of the density allowed by their General Plan designation if they can comply with all applicable development standards in effect at the time of their development and if the following findings can be made:

- a. That the project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted;
- b. That there have been sufficient developments approved in the quadrant at densities below the control point to cover the units in the project above the control point so the approval will not result in exceeding the quadrant limit; and
- c. All necessary public facilities required by this chapter will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with the adopted City standards.

There are exceptional cases where the base zone is consistent with the land use designation but would permit a slightly higher yield than that recommended in the low and low-medium density residential classifications. In those exceptional cases, the City may find that the project is consistent with this element if: a) the project is compatible with the objectives, policies, general land uses and programs expressed herein, b) all of the necessary infrastructure is in place to support the project, and c) the proposed density does not exceed the maximum density allowed at the top of the range by more than an additional 25%.

Affordable Housing - Density Increases

The City recognizes that the feasibility of providing housing affordable to lower-income families is dependent upon the ability to achieve residential densities higher than allowed by the underlying land use designation. Therefore, it is necessary to consider development of housing projects containing lower-income affordable housing units at densities that may exceed the ranges and growth management control points indicated above. The density which may be approved for those projects which include

affordable housing shall be determined on an individual project proposal basis, and may be independent of the residential land use designation of the site, subject to the criteria listed under Residential, Implementing Policies and Programs, C.3.

2. COMMUNITY FACILITIES

Facilities for child care providers, places of worship, senior citizens, charities, and a range of other community-serving activities are not traditional residential, industrial, or commercial land uses. Nevertheless, these activities and land uses are important and traditional members of any vital and fully functioning community. Because the organizations which pursue these activities are often non-profit or quasi-for-profit, their financial resources are often limited. The land within large-scale developments planned and marketed for upscale homes, shopping centers, and industrial campuses is very often not affordable to these organizations, making it likely that these types of facilities cannot be easily incorporated into the community. The development of large new residential communities through new master plans and specific plans creates an additional need for these community facilities uses in close proximity to the new residences.

The purpose of the Community Facilities land use designation is to assure that some land within communities, especially new master plan and specific plan areas, is identified and set aside solely for these types of uses, specifically with the objective that market forces will ensure that the land so designated will remain affordable to the organizations which build and operate these special community facilities. Further, once the land is set aside, there is a need to guarantee that it does not revert to other uses before the community is sufficiently developed to make use of and provide financial support for the community facilities. To these ends, specific objectives and policies have been set out for community facilities uses.

3. COMMERCIAL

Commercial development within Carlsbad can be defined by five principal categories: local shopping center, regional commercial, travel/recreation, Village, and office and related commercial.



"A City which provides for the development of compatible, conveniently located commercial centers..."

In general, retail development in Carlsbad should occur in discrete shopping centers, as opposed to more generalized retail districts or linear strip commercial patterns along streets. This general plan uses the following definition of a shopping center:

Definition - "Shopping Center" after Urban Land Institute, 1947, as amended):

...a group of architecturally unified commercial establishments, numbering at least three, built on a site that is planned, developed, owned, and managed as an operating unit related to its location, size, and type of shops to the trade area that it serves. The unit provides on-site parking in

definite relationship to the types and total size of the stores...

An exception to the general rule that retail development should occur in discrete shopping centers is the Village area of the City. As is described in more detail below, this area reflects the "downtown" heart of old Carlsbad, much of which is today contained within a formal redevelopment district. Retail development within the Village should continue the historical pattern of individual establishments within a commercial district.

In prior versions of this General Plan, the City recognized two types of local shopping centers: neighborhood and community. In 2001, however, these two categories were merged into a single category called "local shopping center." The typical characteristics of local and regional shopping centers are shown in the following Table 3: Guidelines for Typical Shopping Centers. Both types are described in more detail in the following sections.

Table 3: GUIDELINES FOR TYPICAL SHOPPING CENTERS

Typical Shopping Center Characteristics	Local Shopping Center		Regional Shopping Center
	Required of All Local Shopping Centers	Possible Option, Depending on Site and Special Approvals	
Trade Area Focus	Local daily goods and services	Local, plus goods and services provided by community-serving tenants	Regional
Anchor Tenants (examples)	Supermarket, drug store	Community-serving tenants, such as value department store, chain apparel store, volume specialty store, home improvement center, multiplex cinema	Full-line department stores (2 or more), factory outlet center, "power center" of several high-volume specialty stores.
Secondary Tenants (examples)	Restaurant, bank, real estate, personal grooming, small retail, fast food, gas station, cleaners, video rental	Apparel, specialty retail, restaurant, specialty automotive, sporting goods	Full range of specialty retail, restaurants, entertainment
Site Size (acres)	8 - 20	To 30	30 - 100
Gross Lease Area	60,000 - 150,000 (sq. ft.)	Up to 400,000 (sq. ft.)	300,000 to 1.5 million (sq. ft.)
Primary Trade Area Drive Time, at Buildout	5 - 10 minutes	10 - 20 minutes	20 - 30 minutes
Primary Trade Area Radius	1.5 miles	3 - 5 miles	8 - 12 miles
Primary Trade Area Population	10,000 - 40,000 people	40,000 - 150,000 people	150,000+ people



Tenant composition and the type of anchor tenant are the main identifiers of a shopping center type. An anchor tenant may be an individual tenant or a group of like uses that function as an anchor tenant. For example, a combination of gourmet food shop, delicatessen meat market, and green grocery might function in lieu of a supermarket. A food service cluster, several restaurants, and a cinema complex may function as other anchor tenants. Tenant composition and the characteristics of the leading tenants define a commercial center type. Although building area, site size, trade area size, etc. are influential, they are not the primary factors in determining a center type.

Notwithstanding the last statement, the concept of a shopping center's trade area is important for other reasons such as the economic viability of the center, the amount of competition it will experience, and, consequently, determining the optimal spatial distribution of shopping centers within a community. The trade area is the geographic area that provides the majority of steady customers necessary to support a shopping center. The boundaries of a trade area are determined by a number of variables, including the type of center, the size of the anchor tenant, the site's accessibility, geographic barriers, the location of competing facilities and, very importantly, driving time and distance (See Table 3: Guidelines for Typical Shopping Centers). Consequently, trade areas can vary widely in shape, size, and configuration. In general, the closer potential customers are to a site the more likely they are to patronize it. The number of persons residing within the trade area (and their related purchasing power) must be of a sufficient size for the center to be economically viable. When the trade areas of centers overlap then competition may exist between the centers and the purchasing power of the residents will be shared between the centers. The desired number and location of shopping centers, especially local shopping centers, depends upon a number of factors (detailed later) that relate to "fitting" together the trade areas of potential sites and making policy decisions about the amount of gaps and overlaps that should exist between the trade areas.

- a. **Local Shopping Center (L):** The local shopping center designation allows shopping centers that include elements of the traditional neighborhood center and, under

some circumstances, elements of the traditional community shopping center.

Each local shopping center must contain the anchor tenants and secondary tenants that service the daily needs and convenience of local neighborhoods. These tenants include retail businesses, small offices, and a variety of services. The most common anchor tenant is a supermarket, although a large drugstore or combination of supermarket and drugstore may also serve. Secondary tenants can include small offices (for banks, insurance, real estate and other services); personal grooming providers (like beauty parlors, barbershops, and nail salons), laundromats, cleaners, small retail stores, sit-down and fast food restaurants, and gas stations, among others. Typical characteristics of sites for these centers are given in Table 3: Guidelines for Shopping Centers.

While all sites with the designation Local Shopping Center must provide neighborhood goods and services, they may be authorized also to have anchor tenants that are more traditionally described as community-serving in nature. These community commercial tenants typically offer either a larger range of goods and services and/or a higher degree of specialization of goods and services. Often the floor area is greater than is that of stores that offer neighborhood goods and services and their trade area is larger in size and includes a larger population. These tenants may include value department stores (i.e., Target, K-mart), warehouse/club stores (i.e., Home Depot, Costco), chain apparel stores (i.e., Ross, Marshall's), a variety of large-volume specialty-goods stores (i.e., Staples, Comp USA, Good Guys) and multiplex cinemas. When these types of anchor tenants are included in the shopping center, additional types of secondary tenants may also be included, such as restaurants and specialty retail goods. Some local shopping centers may also include quasi-public or public facilities, such as a city library or U.S. Post Office.

Local shopping center uses are generally located within a convenient walking and/or bicycling distance from intended customers and should be linked with surrounding neighborhoods by pedestrian and/or bicycle



access. Landscaped buffers should be provided around the project site between neighborhood commercial uses and other uses to ensure compatibility. All buildings should be low-rise and should include architectural/design features to be compatible with the neighborhood. Permitted uses and building intensities should be compatible with surrounding land uses.

b. Regional Commercial (R): Regional commercial centers provide shopping goods, general merchandise, automobile sales, apparel, furniture, and home furnishing in full depth and variety. Two or more department stores are typically the major anchors of a regional shopping center, while other stores supplement and complement the various department store lines. New forms of regional centers may include such developments as outlet centers with an aggregation of factory outlet stores where there are no specific anchor tenants although such centers are regional and enjoy a strong tourist trade. Regional centers draw customers from outside the City and generate interregional traffic. For this reason, such centers are customarily located on a site that is easily visible as well as accessible from interchange points between highways and freeways. Local shopping centers may be adjunct to regional centers to also serve the daily convenience needs of customers utilizing the larger shopping center. A group of convenience stores, service facilities, business and professional offices are also often associated with a regional center. Some of these may be incorporated in the center itself, or arranged at the periphery in the immediate area.

c. Travel/Recreation Commercial (TR): This category addresses commercial uses that provide for visitor attractions and commercial uses that serve the travel and recreational needs of tourists, residents, as well as employees of business and industrial centers. Often such sites are located near major transportation corridors or recreational and resort areas such as spas, hotels, beaches or lagoons. Typically these areas are developed along major roadways and are accessible to interregional traffic. Tourist-oriented uses such as motels and hotels should be coordinated with compatible

accessory uses, should protect the surrounding properties, should ensure safe traffic circulation and should promote economically viable tourist-oriented areas of the City.

d. Village (V): The Village addresses land uses located in the heart of "old" Carlsbad in the area commonly referred to as the "downtown." Permitted land uses may include retail stores, offices, financial institutions, restaurants and tourist-serving facilities. Residential uses can be intermixed throughout the area. The Village is designated as a redevelopment area and is regulated by the Carlsbad Village Area Redevelopment Plan and the Village Design Guidelines Manual.

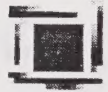
e. Office and Related Commercial (O): This classification designates areas that are compatible with and environmentally suited for office and professional uses, as well as related commercial uses. This designation is especially appropriate for medical office use. Office and related commercial land use can be used as buffers between retail commercial areas and residential uses.

4. PLANNED INDUSTRIAL (PI)

Planned Industrial land uses include those areas currently used for, proposed as, or adjacent to industrial development, including manufacturing, warehousing, storage, research and development, and utility use. Agricultural and outdoor recreation uses on lots of one acre or more are considered to be a proper interim use for industrially designated areas.

5. GOVERNMENTAL FACILITIES (G)

This classification of land use designates areas currently being used for major governmental facilities by agencies such as the city, county, state, or federal government. Facilities within this category may include uses such as civic buildings, libraries, maintenance yards, police and fire stations and airports (McClellan-Palomar Airport). Smaller facilities, such as branch libraries, may be found in other land use designations, such as commercial, and are not shown on the land use map.



The largest facility within this classification is the McClellan-Palomar Airport located at the center of the City. The airport, owned and operated by San Diego County, serves as a major general aviation facility for northern San Diego County. More detailed discussions related to the airport may be found under Special Planning Considerations, as well as in the Noise, Circulation, and Public Safety Elements.

6. PUBLIC UTILITIES (U)

This category of land use designates areas, both existing and proposed, either being used or which may be considered for use for public or quasi-public functions.

Primary functions include such things as the generation of electrical energy, treatment of waste water, public agency maintenance storage and operating facilities, or other primary utility functions designed to serve all or a substantial portion of the community. Sites identified with a "U" designation indicate that the City is studying or may in the future evaluate the location of a utility facility which could be located within a one kilometer radius of the designations on a site for such a facility. Specific siting for such facilities shall be accomplished only by a change of zone, and an approved Precise Development Plan adopted by ordinance and approved only after fully noticed public hearings.

7. SCHOOLS

This land use classification represents both existing and proposed school sites necessary to serve the ultimate planning area. Sites are designated as elementary, junior high, high school, continuation school, and private school facilities. For additional discussion see Special Planning Considerations A. Schools.

8. OPEN SPACE & COMMUNITY PARKS (OS)

The Land Use Map shows the generalized boundaries of constrained lands and presently designated open space, including existing parks and special resource areas. It is not intended that the map show all future open space. The Open Space and Conservation Element of the General Plan divides the broad definition of open space into the following five categories:

- a. Open Space for Preservation of Natural Resources
- b. Open Space for Managed Production of Resources
- c. Open Space for Outdoor Recreation
- d. Open Space for Aesthetic, Cultural and Educational Purposes
- e. Open Space for Public Health and Safety.

The Open Space and Conservation Element also includes goals, policies, and objectives regarding open space planning protection, obtaining open space, special resource protection, trail/greenway system, promoting agriculture, fire risk management, air quality preservation, water quality, protection and historical and cultural preservation. Please refer to that element for a more detailed description of open space and the goals, policies and standards pertaining thereto.

Parks are considered a subset of Open Space. The Parks and Recreation Element delineates three categories of parkland including community parks, special resource areas, and special use areas. Community parks are intended to provide diversified activity, both active and passive, to meet the broader recreational needs of several surrounding neighborhoods. The Land Use Map indicates specific locations for existing and proposed community park sites. Proposed park sites are anticipated to be dedicated and developed in conjunction with surrounding development. Please refer to the Parks and Recreation Element for more detailed information regarding community park sites, facilities, and programs.

9. UNPLANNED AREAS (UA)

This classification of land use indicates areas where planning for future land uses has not been completed or plans for development have not been formalized. Until such planning has occurred and the land is redesignated, land uses will be determined through the zoning ordinance designations of Exclusive Agriculture, Planned Community, or Limited Control. Because some unplanned areas are located in proximity to McClellan-Palomar Airport, it has been determined that they are not appropriate for residential development. Agricultural and other interim, nonresidential land uses are encouraged in such areas until their ultimate land use designations can be definitely established.



Master Plan properties under the Planned Community zone may utilize the UA designation to reserve land for future planning, however, such areas will require amendment to the master plan as well as all other actions necessary to redesignate the land.

10. TRANSPORTATION CORRIDOR (TC)

This classification is applied to certain major transportation corridors such as the I-5 Freeway, and the Atchison Topeka and Santa Fe Railroad and its right-of-way. Land uses that would be compatible with the corridors would be temporary and low-intensity in nature, such as passive parks, open space, or agriculture. In this way, corridors would remain scenic and remain available for future transportation needs. The Land Use Map also shows the general location of all future Circulation Element arterials. The Circulation Element should be referred to for more specific information regarding these roadways.

11. COMBINATION DISTRICT

Some areas of the City are suitable for more than one land use classification. The land use map identifies these areas as Combination Districts. Often multiple designations are assigned to areas in the early planning stages when it is unclear what the most appropriate land use designation may be or where the boundaries of such designations should be located. The designation as Combination District requires additional comprehensive planning and necessitates approval of a specific plan prior to development of 25 acres or more and approval of a site development plan for areas of less than 25 acres.

BOUNDARY DEFINITION BETWEEN LAND USE CLASSIFICATIONS

It is the intent of the Land Use Map to show the general outlines of various land use classifications. The boundaries are not intended to be precise legal boundaries. When uncertainty does exist as to the precise boundary lines of various land uses identified on the map, such lines shall be interpreted in the following manner:

- a. Where boundaries appear to follow the centerline of a street or highway, boundaries shall be construed to follow such lines;
- b. Where boundaries appear to follow ownership boundary lines, boundaries shall be construed to follow such lines;
- c. Where boundaries appear to follow topographic features such as valleys or ridgelines, boundaries shall be construed to follow such features; and
- d. Where boundaries appear to reflect environmental and resource management considerations, boundaries shall be construed in a manner which is consistent with the considerations that the boundary reflects.

If the application of the above guidelines does not resolve the uncertainty or if the Planning Director or the affected property owner considers the result to be inappropriate, the matter may be referred to the Planning Commission for decision. The Planning Commission shall resolve the uncertainty in accord with all of the provisions of applicable specific and general plans. The decision of the Planning Commission may be appealed to the City Council in accord with the usual procedures.

D. SPECIAL PLANNING CONSIDERATIONS

1. SCHOOLS

Schools sites have the potential to function as a number of existing and future land uses. Accordingly, they have several designations throughout the General Plan, as follows:

- a. Sites delineated on the Land Use Map with precise boundaries represent existing schools or confirmed school sites. Sites that are shown with a circular symbol represent approximate future sites to be confirmed by respective school districts at time of development. These designations are considered to be "floating" and are not considered to be specific to a particular parcel, but rather indicate a general vicinity.

The City is served by four school districts as listed below and shown on Map 3: School Districts.



- i. Carlsbad Unified School District
- ii. Encinitas Union Elementary School District
- iii. San Dieguito Union High School District
- iv. San Marcos Unified School District.

the City would then designate the site as open space.

- b. Some school sites are also included in the Parks and Recreation Element as park sites because the City has joint use agreements with the school districts to utilize some of their school playgrounds as recreation facilities.

School locations are determined by the appropriate school district and are based on "service areas" for each school site within a district. Service areas are designated for each of the school locations based on generation factors, school sizes, and maximum travel distance. A substantial change in one school location would necessitate revision of locations throughout that school district.

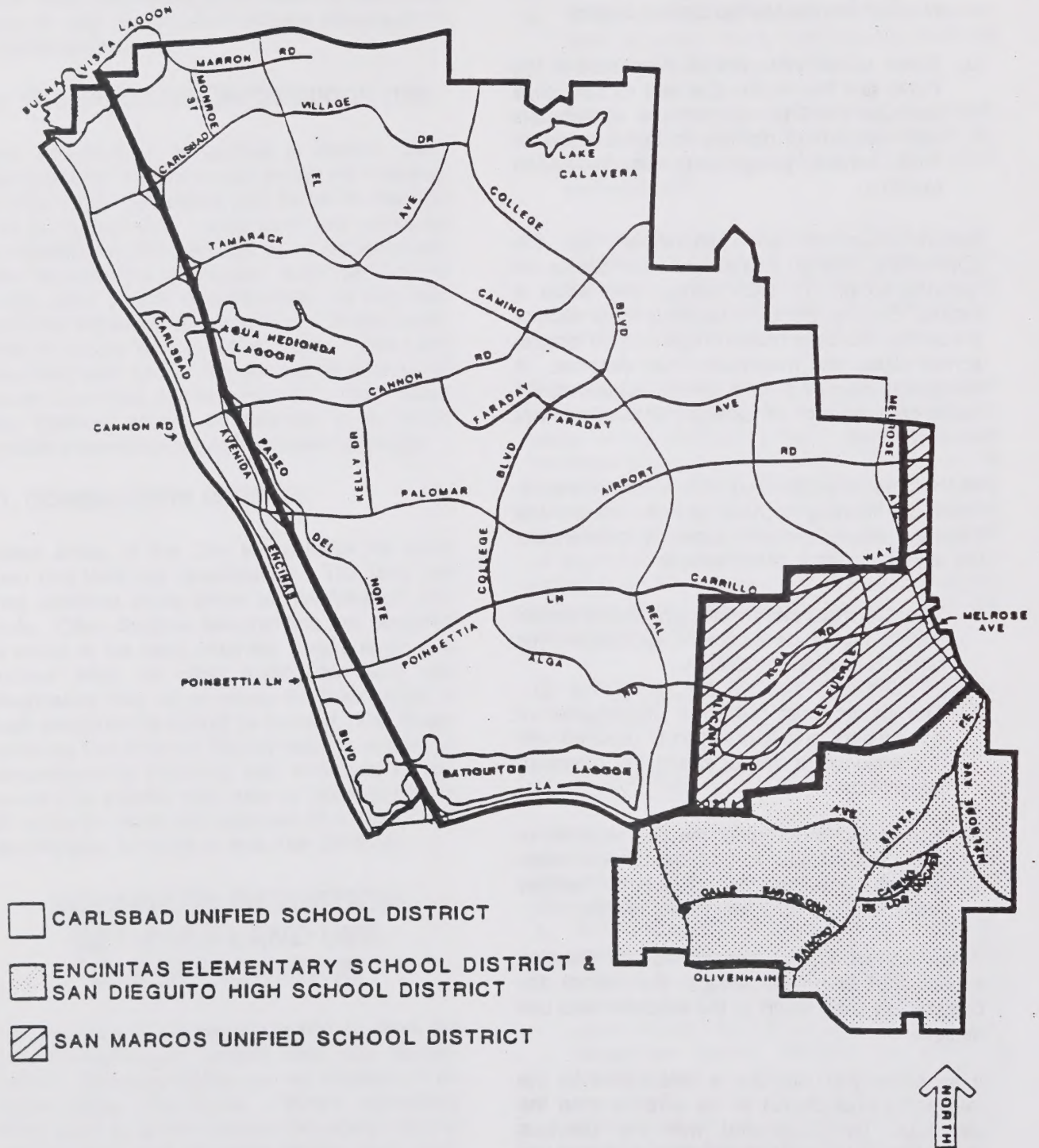
At the time of subdivision review for an area in which a "floating" school site is shown, the following procedures are necessary to determine the ultimate location of the school:

1. The City must inform the appropriate school district that a development application has been filed within the district.
2. The district must notify the City whether or not it wants to initiate action to proceed with acquisition of a school site in the proposed subdivision.
3. The district must notify the City whether or not it will be able to provide schools either through existing or proposed facilities (commonly called a "will-serve" letter).

If the school district determines the "floating school site" is not necessary, the school site designation shall revert to the adjacent land use designation.

If an existing school site is determined by the relevant school district to be surplus, then the site shall be designated with the previous General Plan land use designation, or a land use designation compatible with adjacent uses, unless the City exercises its option to purchase the property to utilize as a park. If this occurred,

SCHOOL DISTRICTS





2. VILLAGE

The Village, located in the "downtown" section of Carlsbad, has been established as a redevelopment project area. A Redevelopment Master Plan with Implementing Strategies along with the present Village Design Guidelines Manual guide all development in the Village. These documents provide an overall development strategy to create a strong identity for the Village, revitalize the area, enhance the economic potential of the Village and establish specific site development standards. The intent of the master plan is to preserve the village character of the area by creating a pedestrian scale environment of specialty shops, services, and restaurants complemented by residential and mixed-use development. The Redevelopment Master Plan should be referred to for more detailed information. Additional redevelopment project areas may be established in other areas of the City in the future.

3. COASTAL ZONE PROGRAMS

In 1972, California voters approved Proposition 20 which led to the enactment of the State law (California Coastal Act of 1976) which regulates any development within California's Coastal Zone. The Coastal Act requires that individual jurisdictions adopt Local Coastal Programs (LCP) to implement the State law at a local level. Carlsbad's Local Coastal Program is consistent with the General Plan, but it is a separate document containing separate land use policies and implementation measures which must also be complied with in addition to the General Plan. Approximately one-third of the City is located within the Coastal Zone. The City's coastal zone has been divided into six segments and each segment is regulated by separate LCP's (See Map 4: Local Coastal Program Boundary). The boundaries of the City's Coastal Zone which were established by the State are depicted on the Land Use Map.

Almost every conceivable type of development proposal within the Coastal Zone from removal of natural vegetation to the construction of huge master planned communities, requires the approval of a Coastal Development Permit (CDP) in addition to any other permits or entitlements. The land use policies, programs and regulations of the relevant LCP shall be

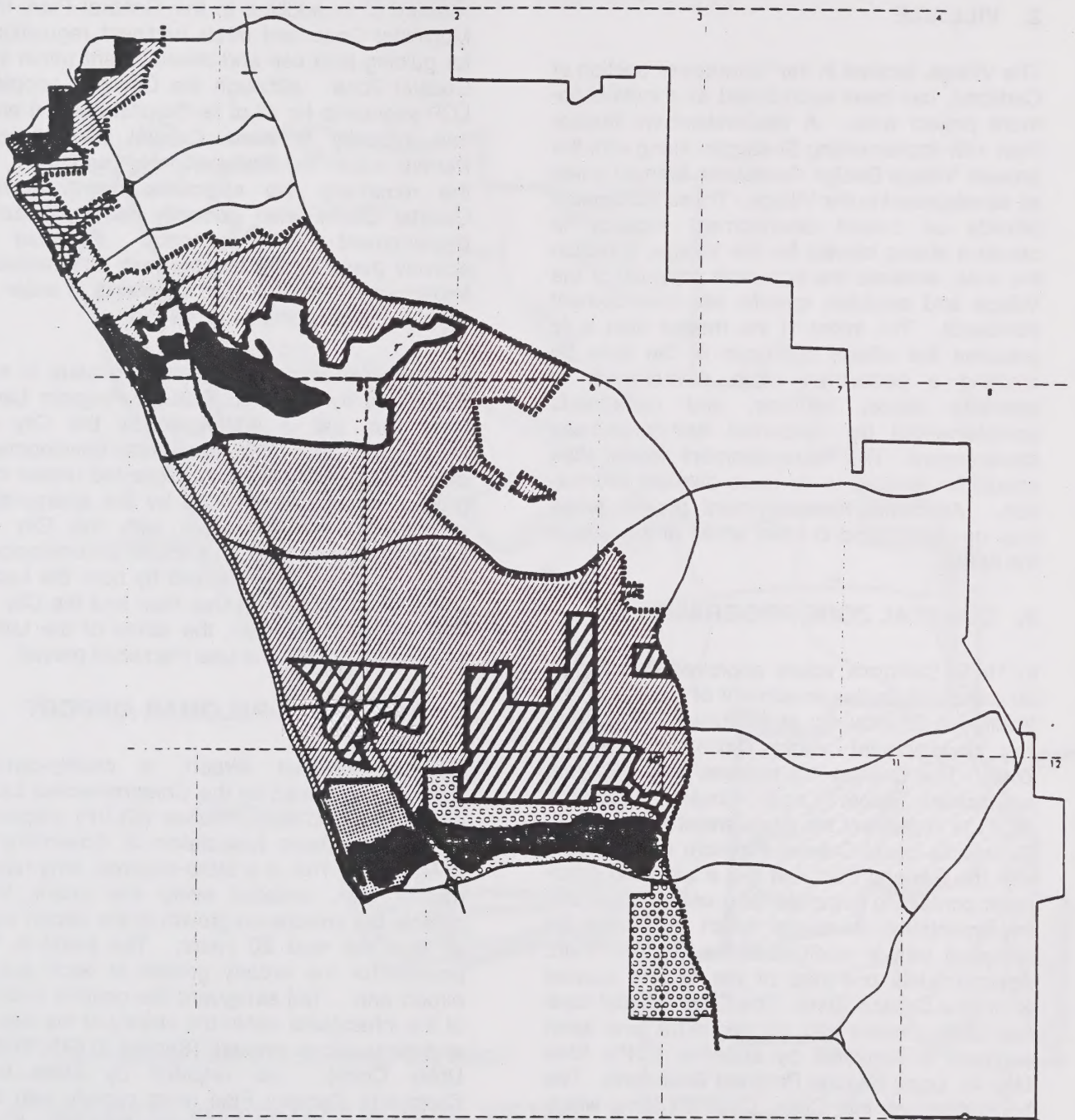
referred to in addition to the General Plan, the Municipal Code and other pertinent regulations for guiding land use and development within the Coastal Zone. Although the City has adopted LCP segments for all of its Coastal Zone, it only has authority to issue Coastal Development Permits within the Redevelopment segment. In the remaining five segments the California Coastal Commission currently retains Coastal Development Permit authority. Carlsbad is actively pursuing the lengthy task of effectively implementing the five LCP segments in order to transfer permit authority to the City.

In those circumstances where an issue is not addressed by the Local Coastal Program Land Use Plan, but is addressed by the City of Carlsbad General Plan, no coastal development permit, or exemption may be granted unless the project considered is found by the appropriate authority to be consistent with the City of Carlsbad General Plan. In those circumstances where an issue is addressed by both the Local Coastal Program Land Use Plan and the City of Carlsbad General Plan, the terms of the Local Coastal Program Land Use Plan shall prevail.

4. McCLELLAN-PALOMAR AIRPORT

McClellan-Palomar Airport, a county-owned facility, is regulated by the *Comprehensive Land Use Plan, McClellan-Palomar (CLUP)* prepared by the San Diego Association of Governments (SANDAG). This is a state-required, long-range master plan, updated every five years, that reflects the anticipated growth of the airport over at least the next 20 years. The intent is "to provide for the orderly growth of each public airport and ... [to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (Section 21675, Public Utility Code). As required by State law, Carlsbad's General Plan must comply with the Airport's Comprehensive Land Use Plan. If the City chooses to overrule a finding of the Airport Land Use Commission as stated in the CLUP, it may do so by a two-thirds vote if it makes a specific finding that the General Plan and the CLUP are consistent.

To limit noise impacts on noise sensitive land uses, the City has designated areas surrounding the Airport for predominately planned industrial uses. To accomplish this, a significant amount of



Local Coastal Program Boundary

SEGMENT

-  MELLO I
-  MELLO II
-  AGUA HEDIONDA
-  VILLAGE REDEVELOPMENT
-  WEST BATIQUITOS
-  EAST BATIQUITOS





nonresidential land has been designated on the plan, possibly exceeding what is needed to serve and accommodate future residential uses located exclusively in Carlsbad. As such, future redesignation of planned residential areas to non-residential uses to accommodate future airport growth would not be supported. (Also see UA designations.)

5. AGRICULTURE

Agriculture is an important resource in Carlsbad. The City's agricultural policies are intended to support agricultural activities while planning for the possible future transition of the land to more urban uses consistent with the policies of the General Plan and the Carlsbad Local Coastal Program (LCP).

The City's LCP protects agricultural lands from the premature conversion to more urban land uses by establishing programs which require mitigation for conversion of agricultural property to urban uses. It also has established methods to benefit agriculture in the community by providing financial assistance through cash programs.

While the City encourages agriculture, it recognizes the potential problems associated with agricultural land use. For example, to prevent the destruction of sensitive wild and archaeological resources, clearing and grubbing of natural areas for agriculture requires a permit and environmental review. Also, the City encourages conservation techniques in agricultural activities to reduce soil erosion and water usage.

6. REGIONAL ISSUES

As a member of the San Diego Association of Governments (SANDAG), the City is participating with other cities in the county to develop a Regional Growth Management Strategy. This effort recognizes the fact, that as separate entities, each city cannot solve region-wide issues. Together, however, a strategy can be developed to establish a framework for a "regional community" with an improved quality of life. Carlsbad recognizes its role as a participant in this effort which focuses on the following nine important environmental and economic factors:

- b. Transportation System and Demand Management
- c. Water
- d. Sewage Treatment
- e. Sensitive Lands Preservation and Open Space Protection
- f. Solid Waste Management
- g. Hazardous Waste Management
- h. Housing
- i. Economic Prosperity.

7. AREAS NEEDING ADDITIONAL PLANNING

For a variety of reasons, there are areas within the City that have unresolved land use considerations which should be addressed prior to the occurrence of a significant amount of further development. The City has planned for these areas on a General Plan level but due to their unique characteristics they will require a more specific level of planning review to ensure that such characteristics are addressed comprehensively. More specific levels of review may include such mechanisms as specific plans, site development plans, special studies, or overlay zones. Locations that have been identified as having unresolved planning considerations are discussed briefly below for determination at a future time. Other areas may be identified in the future as also requiring additional review.

a. BARRIO

The Barrio, located generally south of Carlsbad Village Drive, north of Tamarack Avenue, between I-5 and the AT&SF Railroad, has served as a focus of activity for Carlsbad's Hispanic community for many years. This area of the City is included within the "Barrio Community Design and Land Use Plan" which is currently being prepared. This document will be a comprehensive plan for the area and will address neighborhood concerns of revitalizing the Barrio, creating a cultural focus, and enhancing economic development for this segment of the community. The land use plan will propose specific development and land uses for the Barrio which will, after adoption, be integrated into the General Plan.

- a. Air Quality



b. BUENA VISTA CREEK WATERSHED

Buena Vista Lagoon, located along the northern city limits, is an important coastal, freshwater lagoon in Southern California. It is fed by Buena Vista Creek and its watershed which extends through the eastern city limits to the cities of Oceanside and Vista. The manner in which this corridor develops is important for five major reasons. First, the watershed supports sensitive resources including wetlands and riparian habitat, as well as the wildlife species typically associated with these areas. Second, existing land uses and zoning designations may not be appropriate or compatible to protect these resources. Third, urbanization in the watershed has the potential to accelerate sedimentation into Buena Vista Lagoon (see Buena Vista Lagoon Watershed Sediment Control Plan). Fourth, there are significant traffic issues along this corridor related to Highway 78 on- and off-ramps, El Camino Real, Rancho Del Oro overpass, and Marron Road. Fifth, the burgeoning urbanization along this corridor has the potential to severely degrade the aesthetic worth of this valuable resource area. Due to the sensitivity of this area, the City may want to examine the feasibility of requiring a comprehensive plan addressing preservation and development within the Buena Vista Creek Watershed.



III. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES & ACTION PROGRAMS

OVERALL LAND USE PATTERN

A. GOALS

- A.1 A City which preserves and enhances the environment, character and image of itself as a desirable residential, beach and open space oriented community.
- A.2 A City which provides for an orderly balance of both public and private land uses within convenient and compatible locations throughout the community and ensures that all such uses, type, amount, design and arrangement serve to protect and enhance the environment, character and image of the City.
- A.3 A City which provides for land uses which through their arrangement, location and size, support and enhance the economic viability of the community.

B. OBJECTIVES

- B.1 To create a distinctive sense of place and identity for each community and neighborhood of the City through the development and arrangement of various land use components.
- B.2 To create a visual form for the community, that is pleasing to the eye, rich in variety, highly identifiable, reflecting cultural and environmental values of the residents.
- B.3 To provide for the social and economic needs of the community in conjunction with permitted land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Arrange land uses so that they preserve community identity and are orderly, functionally efficient, healthful, convenient to the public and aesthetically pleasing.
- C.2 Establish development standards for all land use categories that will preserve natural features and characteristics, especially those within rural, coastal and/or hillside areas.
- C.3 Ensure that the review of future projects places a high priority on the compatibility of adjacent land uses along the interface of different density categories. Special attention should be given to buffering and transitional methods, especially, when reviewing properties where different residential densities or land uses are involved.
- C.4 Encourage clustering when it is done in a way that is compatible with existing, adjacent development.
- C.5 Enter into discussions and negotiations with other cities, the county, or responsible agencies when prospective developments in their areas are incompatible with adjacent Carlsbad areas in regards to land uses, density, type of dwellings or zoning. Attention should be given to the use of transitional methods to ensure compatibility.
- C.6 Review the architecture of buildings with the focus on ensuring the quality and integrity of design and enhancement of the character of each neighborhood.
- C.7 Evaluate each application for development of property with regard to the following specific criteria:
 - 1. Site design quality which may be indicated by the harmony of the proposed buildings in terms of size, height and location, with respect to existing neighboring development.



2. Site design quality which may be indicated by the amount and character of landscaping and screening.
 3. Site design quality which may be indicated by the arrangement of the site for efficiency of circulation, or on-site and off-site traffic safety, privacy, etc.
 4. The provision of public and/or private usable open space and/or pathways designated in the Open Space and Parks and Recreation Elements.
 5. Contributions to and extensions of existing systems of foot or bicycle paths, equestrian trails, and the greenbelts provided for in the Circulation, Parks and Recreation and Open Space Elements of the General Plan.
 6. Compliance with the performance standards of the Growth Management Plan.
 7. Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors.
 8. The provision of housing affordable to lower and/or moderate income households.
 9. Policies and programs outlined in Local Coastal Programs where applicable.
- C.8 Provide for a sufficient diversity of land uses so that schools, parks and recreational areas, churches and neighborhood shopping centers are available in close proximity to each resident of the City.
- C.9 Consider the social, economic and physical impacts on the community when implementing the Land Use Element.
- C.10 Encourage and promote the establishment of childcare facilities in safe and convenient locations throughout the community to accommodate the growing demand for childcare in the community caused by demographic, economic and social forces.
- C.11 Restrict buildings used for large public assembly, including, but not limited to schools, theaters, auditoriums and high density residential development, to those areas which are relatively safe from unexpected seismic activity and hazardous geological conditions.
- C.12 Develop and retain open space in all categories of land use.
- C.13 Pursuant to Section 65400(b) of the Government Code, the Planning Commission shall do both of the following:
1. Investigate and make recommendations to the City Council regarding reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.
 2. Provide an annual report, by October 1 of each year, to the City Council, the Office of Planning and Research, and the Department of Housing and Community Development regarding:
 - (a) The status of the plan and progress in its implementation, including the progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to paragraph (3) of subdivision (c) of Section 65583.
 - (b) The degree to which its approved general plan complies with the guidelines developed and adopted pursuant to Section 65040.2, and the date of the last revision to the general plan.



- C.14 Develop a periodic five year plan to thoroughly review the General Plan and revise the document as necessary.
- C.15 Develop a program establishing policies and procedures for amending both mandatory and optional elements of the General Plan.
- C.16 Amend Title 21 of the Carlsbad Municipal Code (zoning ordinance and map), as necessary, to be consistent with the approved land use revisions of the General Plan and General Plan Land Use Map.
- C.17 Amend the Local Coastal Programs, as required, to be consistent with the updated General Plan, or amend the General Plan to be consistent with the Local Coastal Program.
- C.18 Update the adopted Local Facilities Management Plans to reflect relevant changes mandated by the General Plan Update.
- C.19 Conduct a comprehensive review of General Plan boundary lines when improved technology becomes available so that boundary lines follow Assessor property lines as closely as possible. In addition, where General Plan boundary lines split an individual parcel into two or more sections, the boundary line shall be located as accurately as possible based on mapping done at the time of project approval.
- C.20 Update and revise all maps affected by the General Plan Update to reflect all land use changes.

GROWTH MANAGEMENT AND PUBLIC FACILITIES

A. GOALS

- A.1 A City which ensures the timely provision of adequate public facilities and services to preserve the quality of life of residents.

- A.2 A City which maintains a system of public facilities adequate for the projected population.
- A.3 A City that responsibly deals with the disposal of solid and liquid waste.

B. OBJECTIVES

- B.1 To develop programs which would correlate the ultimate density and projected population with the service capabilities of the City.
- B.2 To achieve waste stream diversion goals of 25% by 1995, and 50% by the year 2000 pursuant to the City's Source Reduction and Recycling Program.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Permit the approval of discretionary actions and the development of land only after adequate provision has been made for public facilities and services.
- C.2 Require compliance with the following public facility performance standards, adopted September 23, 1986, to ensure that adequate public facilities are provided prior to or concurrent with development:

PUBLIC FACILITY AND SERVICE PERFORMANCE STANDARDS

City Administration Facilities

1,500 square feet per 1,000 population must be scheduled for construction within a five year period.

Library

800 square feet per 1,000 population must be scheduled for construction within a five year period.

Wastewater Treatment Capacity

Sewer plant capacity is adequate for at least a five-year period.

Parks

Three acres of community park or special use park per 1,000 population within the



Park District, must be scheduled for construction within a five year period.

Drainage

Drainage facilities must be provided as required by the City concurrent with development.

Circulation

No road segment or intersection in the zone nor any road segment or intersection out of the zone which is impacted by development in the zone shall be projected to exceed a service level C during off-peak hours, nor service level D during peak hours. Impacted means where 20% or more of the traffic generated by the local facilities management zone will use the road segment or intersection.

Fire

No more than 1,500 dwelling units outside of a five minute response time.

Open Space

Fifteen percent of the total land area in the zone exclusive of environmentally constrained non-developable land must be set aside for permanent open space and must be available concurrent with development.

Schools

School capacity to meet projected enrollment within the zone as determined by the appropriate school district must be provided prior to projected occupancy.

Sewer Collection System

Trunk line capacity to meet demand as determined by the appropriate sewer district must be provided concurrent with development.

Water Distribution System

Line capacity to meet demand as determined by the appropriate water district must be provided concurrent with development. A minimum 10 day average storage capacity must be provided concurrent with development.

- C.3 Ensure that funding for necessary public service and facilities is guaranteed prior to any development approvals.

- C.4 Coordinate the type, location, and amount of growth in the City with the City's Capital Improvement Program (CIP) to ensure that adequate funding is available to provide service and facilities.

- C.5 Prioritize the funding of projects in the Capital Improvement Program to provide facilities and services to infill areas in the City or areas where existing deficiencies exist.

- C.6 Maintain the Growth Monitoring Program which gives the City the ability to measure its public service requirements against the rate of physical growth. This information should be used when considering developmental requests and will allow the City to set its own direction for growth and establish priorities for capital improvement funding.

- C.7 The City Council or the Planning Commission shall not find that all necessary public facilities will be available concurrent with need as required by the Public Facilities Element and the City's Growth Management Plan unless the provision of such facilities is guaranteed. In guaranteeing that the facilities will be provided emphasis shall be given to ensuring good traffic circulation, schools, parks, libraries, open space and recreational amenities. Public facilities may be added. The City Council shall not materially reduce public facilities without making corresponding reductions in residential densities.

- C.8 Ensure that the dwelling unit limitation of the City's Growth Management Plan is adhered to by annual monitoring and reporting. The City shall not approve any General Plan amendment, zone change, tentative subdivision map or other discretionary approval for a development which could result in development above the limit. The City Council shall not materially reduce public facilities without making corresponding reductions in residential densities.

- C.9 Cooperate with other jurisdictions to ensure the timely provision of solid waste



management and sewage disposal capacity.

- C.10 Manage the disposal or recycling of solid waste and sewage within the City.
- C.11 Cooperate with other cities in the region to site and operate both landfill and recycling facilities.
- C.12 Continue to phase in all practical forms of mandatory recycling, to the extent possible.

RESIDENTIAL

A. GOALS

- A.1 A City which provides for a variety of housing types and density ranges to meet the diverse economic and social requirements of residents, yet still ensures a cohesive urban form with careful regard for compatibility while retaining the present predominance of single family residences.
- A.2 A City with neighborhoods that have a sense of community where residents including children, the disabled and the elderly feel safe and comfortable traveling to daily destinations; where homes and trees line the streets; where central gathering places create focal points; and where recreation areas are provided for a variety of age groups.

B. OBJECTIVES

- B.1 To achieve a variety of safe, attractive housing in all economic ranges throughout the City.
- B.2 To preserve the neighborhood atmosphere and identity of existing residential areas.
- B.3 To offer safe, attractive residential areas with a wide range of housing types, styles and price levels in a variety of locations.
- B.4 To ensure that new master planned communities and residential specific plans contribute to a balanced community by providing, within the development, adequate areas to meet some social/human service needs such as sites for worship, daycare, youth and senior citizen activities, etc.

- B.5 To ensure that new development is designed with the focus on residents instead of the automobile by providing: pedestrian-friendly, tree-lined streets; walkways to common destinations such as schools, parks and stores; homes that exhibit visual diversity, pedestrian-scale and prominence to the street; and recreation amenities for a variety of age groups.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Encourage the provision of low and moderate income dwelling units to meet the objectives of the City's Housing Element.
- C.2 Allow density increases, above the maximum residential densities permitted by the General Plan, to enable the development of lower-income affordable housing, through the processing of a site development plan. Any site development plan application request to increase residential densities (either above the Growth Management Control Point or upper end of the residential density range(s)), for purposes of providing lower-income affordable housing, shall be evaluated relative to: (a) the proposal's compatibility with adjacent land uses; (b) the adequacy of public facilities; and (c) the project site being located in proximity to a minimum of one of the following: a freeway or major roadway, a commercial center, employment opportunities, a city park or open space, or a commuter rail or transit center.
- C.3 Consider density and development right transfers in instances where a property owner is preserving open space in excess of normal city requirements.
- C.4 Limit medium and higher density residential developments to those areas where they are compatible with the adjacent land uses, and where adequate and convenient commercial services and public support systems such as streets, parking, parks, schools and utilities are, or will be, adequate to serve them.



- C.5 Locate multi-family uses near commercial centers, employment centers, and major transportation corridors.
- C.6 Encourage cluster-type housing and other innovative housing design that provides adequate open space areas around multi-family developments, especially when located adjacent to commercial or industrial development.
- C.7 Locate higher density residential uses in close proximity to open space, community facilities, and other amenities.
- C.8 Consider high and medium high density residential areas only where existing or proposed public facilities can accommodate the increased population.
- C.9 Coordinate provision of peripheral open areas in adjoining residential developments to maximize the benefit of the open space.
- C.10 Encourage a variety of residential accommodations and amenities in commercial areas to increase the advantages of "close in" living and convenient shopping.
- C.11 Require new residential development to provide pedestrian and bicycle linkages, when feasible, which connect with nearby community centers, parks, schools, points of interest, major transportation corridors and the proposed Carlsbad Trail System.
- C.12 Require new master planned developments and residential specific plans of over 100 acres to provide usable acres to be designated for community facilities such as daycare, worship, youth and senior citizen activities. The exact amount of land will be determined by a future amendment to the Planned Community Zone.
- C.13 Introduce programs to revitalize all residential areas which are deteriorating or have a high potential of becoming deteriorated.
- C.14 Ensure that all hillside development is designed to preserve the visual quality of the pre-existing topography.
- C.15 Consider residential development, which houses employees of businesses located in the PM zone, when it can be designed to be a compatible use as an integral part of an industrial park.
- C.16 Require new subdivisions to create a unique sense of identity and community

through quality architecture, street design, gathering places, recreation areas and landscaping.

COMMUNITY FACILITIES

A. GOAL

A City which provides land for child daycare facilities, places of worship, and other community services facilities.

B. OBJECTIVE

- B.1 Require new and, as appropriate, existing master plan developments and residential specific plan developments to provide usable acres to be designated for community facilities such as child daycare, worship, youth and senior citizen activities, and other appropriate uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Require new and, as appropriate, existing master plan developments and residential specific plan developments to provide land for a child daycare use and other community facilities uses.
- C.2 Require that community facilities sites be reserved for a sufficient time period to allow development of surrounding residential uses which would support those community facilities uses.
- C.3 Require that community facilities sites be located within the master plan or residential specific plan to most effectively serve the residents of the master plan or residential specific plan.
- C.4 Amend the City's Municipal Code to create a Community Facilities zone to identify those uses which will be allowed in the community facilities area and to establish development standards for community facilities uses.



COMMERCIAL

A. GOALS

- A.1 A City that achieves a healthy and diverse economic base by creating a climate for economic growth and stability to attract quality commercial development to serve the employment, shopping, recreation, and service needs of Carlsbad residents.
- A.2 A City that provides for the development of compatible, conveniently located local shopping centers.
- A.3 A City that promotes economic development strategies, for commercial, industrial, office and tourist-oriented land uses.
- A.4 A City that promotes recreational and tourist-oriented land uses which serve visitors, employees of the industrial and business centers, as well as residents of the city.

B. OBJECTIVES

- B.1 To limit the amount of new commercial land use designations to that which provides for basic commercial service to all areas of the City without creating undue overlaps in trade areas, while providing desirable diversity without over-commercialization, consistent with the prime concept and image of the community as a desirable residential, open space community.
- B.2 To ensure that all residential areas are adequately served by commercial areas in terms of daily shopping needs which include convenience goods, food, and personal services. "Adequately served" means no residential area is outside the primary trade area of the nearest local shopping center.
- B.3 To establish and maintain commercial development standards to address landscaping, parking, signs, and site and building design, to ensure that all existing and future commercial developments are compatible with surrounding land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Applications for the re-designation of land to shopping center uses shall be accompanied by a conceptual development plan of the site and a market study that demonstrates the economic viability of using the land in the way being requested. Such studies shall give due consideration to existing and future sites that may compete within shared trade areas.
- C.2 Utilize the following guidelines to determine the appropriate spatial distribution of new sites for local shopping centers and to assign associated zoning. In some instances it may not be possible to implement all of these guidelines fully and some degree of flexibility in their application may be required.
 - 1. New master plans and residential specific plans and other large development proposals shall evaluate whether there is a need to include a local shopping center within the development, consistent with these guidelines.
 - 2. Locate local shopping centers so that, wherever possible, they are centrally located within their primary trade areas.
 - 3. As a convention, the primary trade areas of existing and proposed local shopping centers may be defined in terms of the time patrons typically experience traveling to the center. The range of travel times for local shopping centers is given in Table 3: Guidelines for Typical Shopping Centers. Any city-wide analysis used to establish the spatial distribution of centers should consider a typical travel time, the current or built-out condition of the City and whether the travel being modeled occurs "on peak" or "off peak" travel hours, together with other factors that may be appropriate.
 - 4. Looking towards buildout, local shopping centers should be located



such that gaps will not occur between adjoining trade areas, thus providing for a basic level of local service to all areas of the City (See Objective B.2). In addition, trade areas of centers may overlap so as to provide both a degree of competition between, and diversity in, shopping opportunities, but only to the degree that such overlaps do not result in over-commercialization of the City (See Objective B.1) The term "over-commercialization" is not intended to be a quantified term, but may be qualitatively determined from time to time.

5. Generally, local shopping enters should not be located directly within the residential neighborhoods they serve, but, rather, on the peripheries of the neighborhoods, along or near major streets or future extensions of major streets.
 6. New sites for local shopping centers located along El Camino Real shall be designed so as to preserve the scenic quality of the designated scenic corridor.
 7. The population within the trade area at buildout should be of a size that the center would be economically viable, considering other existing and future centers.
 8. Consider intersection spacing and other circulation criteria to assure safe, and functional access to the center. Good locations will be readily accessed from principal travel routes and have several entrances. (Sites located along primary arterials may have difficulty meeting this guideline.)
- C.3 Build, and operate local shopping centers in such a way as to complement but not conflict with adjoining residential areas. This shall be accomplished by:
1. Controlling lights, signage, and hours of operation to avoid adversely impacting surrounding uses.
 2. Requiring adequate landscaped buffers between commercial and residential uses.
 3. Providing bicycle and pedestrian links between proposed local commercial centers and surrounding residential uses.
- C.4 Comprehensively design all commercial centers to address common ingress and egress, adequate off-street parking and loading facilities. Each center should be easily accessible by pedestrians, bicyclists, and automobiles to nearby residential development.
- C.5 Ensure that commercial architecture emphasizes establishing community identity while presenting tasteful, dignified and visually appealing designs compatible with their surroundings.
- C.6 When "community" tenants (see Table 3, earlier) are included in a local shopping center, they must be fully integrated into the overall function and design of the center, including the architecture, internal circulation and landscaping. The inclusion of such tenants should complement, not supplant the principal function of the center, which is to provide local goods and services.
1. No community "anchor" tenant may be built as a stand-alone building. It must share (or appear to share) walls and its building facade with other tenants in the center.
 2. Neither community "anchor" tenants nor secondary tenants may feature corporate architecture or logos (excluding signs).
- C.7 Ensure that all commercial development provides a variety of courtyards and pedestrian ways, bicycle trails, landscaped parking lots, and the use of harmonious architecture in the construction of buildings.
- C.8 Permit the phasing of commercial projects to allow initial development and expansion in response to demographic and economic



changes. Site designs should illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding development.

- C.9 Outdoor storage of goods and products in shopping centers is not allowed. Temporary exceptions may be allowed for display and sale of traditional, seasonal items such as Christmas trees, pumpkins, and similar merchandise. In these exceptions, both adequate parking and safe internal circulation (vehicle, pedestrian, and bicycle) is to be maintained.
- C.10 Encourage commercial recreation or tourist destination facilities, as long as they protect the residential character of the community and the opportunity of local residents to enjoy (in a safe, attractive and convenient manner) the continued use of the beach, local transportation, and parking facilities.
- C.11 Orient travel/recreation commercial areas along the I-5 corridor, in the Village, or near resort/recreation areas.
- C.12 Revise Section 21.29.030 of the Zoning Ordinance (Commercial Tourist Zone, Permitted Uses and Structures) to more accurately reflect the intent of the Travel/Recreation Commercial general plan designation to serve the traveling public, visitors to the city, as well as employees of business and industrial centers.
- C.13 Review parking requirements for commercial areas on a periodic basis to ensure adequate parking and to address identified parking problems.
- C.14 Strip commercial development (defined as retail development outside of a shopping center) shall be discouraged in all areas of the City other than the Village.
- C.15 Amend Municipal Code Title 21 (zoning regulations) to create a new zoning district appropriate for the Local Shopping Center land use class. The new zone should establish allowed land uses, development

standards, together with design guidelines to assure that shopping centers meet the objectives and policies set out herein. Create a new "planned shopping center" permit that will apply to all new shopping centers and major remodels of existing shopping centers, with the City Council as the decision-maker.

VILLAGE

A. GOALS

- A.1 A City which preserves, enhances, and maintains the Village as a place for living, working, shopping, recreation, civic and cultural functions while retaining the village atmosphere and pedestrian scale.
- A.2 A City which creates a distinct identity for the Village by encouraging activities that traditionally locate in a pedestrian-oriented downtown area, including offices, restaurants, and specialty retail shops.
- A.3 A City which encourages new economic development in the Village and near transportation corridors to attract additional tourist-oriented uses and to also retain and increase resident-serving uses.
- A.4 A City that encourages a variety of complementary uses such as a combination of residential and commercial uses to generate pedestrian activity and create a lively, interesting social environment and a profitable business setting.

B. OBJECTIVE

To implement the Redevelopment Plan by developing a comprehensive plan to address the unique residential and commercial needs of this segment of the community.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Provide a variety of commercial and tourist recreational activities in the Village,



especially close to the beach, in connection with special entertainment facilities, restaurants and other uses which will foster the community concept.

- C.2 Support land uses around the intersection of Walnut Avenue and Roosevelt Street that preserve and support the ethnic heritage of the area. The appropriate land uses to accomplish this shall be determined in conjunction with the completion of the Redevelopment Master Plan and the Community Design and Land Use Plan for the Barrio.
- C.3 Attempt to acquire additional parking areas in the Village and beach area.
- C.4 Seek ways of strengthening existing establishments through facade and streetscape improvements, upgraded public and private landscaping and aesthetically-upgraded signage.
- C.5 Promote inclusion of housing opportunities in the Village as part of a mixed-use concept.

INDUSTRIAL

A. GOAL

A City which develops an industrial base of light, pollution-free industries of such magnitude as will provide a reasonable tax base and a balance of opportunities for employment of local residents.

B. OBJECTIVES

- B.1 To provide industrial lands which can accommodate a wide range of industrial uses, including those of relatively high intensity, while minimizing negative impacts to surrounding land uses.
- B.2 To provide and protect industrial lands for the development of communities of high technology, research and development industries and related uses set in campus or park-like settings.

- B.3 To provide and protect industrial lands which can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.
- B.4 To concentrate new industrial uses within the present boundaries of the industrial corridor as shown on the Land Use Plan.
- B.5 To encourage planned industrial parks as the preferred method of accommodating industrial uses.
- B.6 To ensure that planned industrial parks serve the commercial needs of employees by providing commercial development sites within each park.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Limit the amount of new industrial land uses to those which can feasibly be supported by desirable environmental quality standards and the current growth rate of the trade area and the City. Protect these areas from encroachment by incompatible land uses.
- C.2 Limit general industrial development within the community to those areas and uses with adequate transportation access. These areas should be appropriate to and compatible with surrounding land uses including the residential community.
- C.3 Provide for industrial sites that are large enough and level enough to permit ample space to meet on-site development standards as well as areas for expansion.
- C.4 Concentrate more intense industrial uses in those areas least desirable for residential development -- in the general area of the flight path corridor of McClellan-Palomar Airport.
- C.5 Protect the integrity and promote the identity of industrial districts by bounding them by significant physical features such as primary streets, streams and railroads.



- C.6 Ensure that the physical development of industrial areas recognizes the need for compatibility among the industrial establishments involved and does not permit incompatible uses.
- C.7 Recognize that the existing boundaries of the industrial corridor along Palomar Airport Road reflect the impact of the present size and operation of the airport especially as it relates to residential type uses. Therefore, no expansion of the boundaries of the airport should be considered, without authorization by a majority of the Carlsbad electorate as required by Carlsbad Municipal Code Section 21.53.015.
- C.8 Require new industrial specific plans to provide, within the proposed development, a commercial site designed to serve the commercial needs of the occupants of the business park. Such a site should be located generally at the intersection of prime, major or secondary arterials in consolidated centers. At least one corner of one such intersection must be developed as commercial unless the applicant can show why another nearby site is better.
- C.9 Allow, by conditional use permit, ancillary commercial, office and recreational uses when clearly oriented to support industrial developments and their populations. These include but are not limited to commercial services, conference facilities, daycare centers, recreation facilities and short-term lodging.
- C.10 Require new industrial development to be located in modern, attractive, well-designed and landscaped industrial parks in which each site adequately provides for internal traffic, parking, loading, storage, and other operational needs.
- C.11 Regulate industrial land uses on the basis of performance standards, including, but not limited to, noise, emissions, and traffic.
- C.12 Control nuisance factors (noise, smoke, dust, odor and glare) and do not permit them to exceed city, state and federal standards.

- C.13 Require private industrial developers to provide for the recreational needs of employees working in the industrial area.
- C.14 Screen all storage, assembly, and equipment areas completely from view. Mechanical equipment, vents, stacks, apparatus, antennae and other appurtenant items should be incorporated into the total design of structures in a visually attractive manner or should be entirely enclosed and screened from view.
- C.15 Analyze the feasibility of zone changes to redesignate the Commercial Manufacturing Zone and the Manufacturing Zone as Planned Industrial Zones.

AGRICULTURE

A. GOALS

- A.1 A City which prevents the premature elimination of agricultural land and preserves said lands wherever possible.
- A.2 A City which supports agriculture while planning for possible transition to urban uses.

B. OBJECTIVES

- B.1 To permit agricultural land uses throughout the City.
- B.2 To conserve the largest possible amount of undeveloped land suitable for agricultural purposes, through the willing compliance of affected parties.
- B.3 To develop measures to ensure the compatibility of agricultural production and adjacent land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Support and utilize all measures available, including the Williamson Act, to reduce the financial burdens on agricultural land, not only to prevent premature development,



but also to encourage its continued use for agricultural purposes.

- C.2 Participate with neighboring cities and communities in projects leading to preservation of agricultural resources and other types of open space along mutual sphere of influence boundaries.
- C.3 Consider the acquisition of lands or property rights for permanent agricultural uses through methods or means such as trusts, foundations, and city-wide assessment districts.
- C.4 Attempt to preserve the flower fields or lands east of I-5 to the first ridgeline between Cannon Road and Palomar Airport Road, through whatever method created and most advantageous to the City of Carlsbad.
- C.5 Buffer agriculture from more intensive urban land uses with mutually compatible intermediate land uses.
- C.6 Encourage soil and water conservation techniques in agricultural activities.

- C.2 Ensure that slope disturbance does not result in substantial damage or alteration to major significant wildlife habitat or significant native vegetation areas unless they present a fire hazard as determined by the Fire Marshal.
- C.3 Ensure that grading for building pads and roadways is accomplished in a manner that maintains the appearance of natural hillsides.
- C.4 Relate the density and intensity of development on hillsides to the slope of the land to preserve the integrity of hillsides.
- C.5 Limit future development adjacent to the lagoons and beach in such a manner so as to provide to the greatest extent feasible the physical and visual accessibility to these resources for public use and enjoyment.
- C.6 Ensure the preservation and maintenance of the unique environmental resources of the Agua Hedionda Lagoon while providing for a balance of public and private land uses through implementation of the Agua Hedionda Land Use Plan.

ENVIRONMENTAL

A. GOAL

A City which protects and conserves natural resources, fragile ecological areas, unique natural assets and historically significant features of the community.

B. OBJECTIVE

To establish the preservation of the natural habitat of the rivers, riverbanks, streams, bays, lagoons, estuaries, marshes, beaches, lakes, shorelines and canyons as a high priority.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Preserve Buena Vista Lagoon and Batiqitos Lagoon as visual resources and wildlife preserves.

- C.7 Require comprehensive environmental review in accordance with the California Environmental Quality Act (CEQA) for all projects that have the potential to impact natural resources or environmental features.
- C.8 Require that the construction of all projects be monitored to ensure that environmental conditions and mitigating measures are fully implemented and are successful.
- C.9 Implement to the greatest extent feasible the natural resource protection policies of the Local Coastal Program.
- C.10 Utilize the goals, objectives and implementing policies of the Open Space Element regarding environmental resources that should be protected as open space.



C.11 Participate in programs that restore and enhance the City's degraded natural resources.

C.12 Implement the Batiquitos Lagoon Enhancement Plan.

TRANSPORTATION CORRIDOR

A. GOAL

A City which supports the improvement and modernization of railroad facilities within Carlsbad and the region.

B. OBJECTIVES

B.1 To support the installation and operation of a commuter rail system in Carlsbad.

B.2 To encourage the use of the excess railroad right-of-way for landscaping, parking facilities, recreation areas, trails and similar uses.

C. IMPLEMENTING POLICY AND ACTION PROGRAM

Adopt a comprehensive plan addressing the design and location of future commuter rail stations as well as methods of improving the appearance and public use of the railroad right-of-way.

SPECIAL PLANNING CONSIDERATIONS--AIRPORT

A. GOAL

A City which maintains land use compatibility between McClellan-Palomar Airport and surrounding land uses.

B. OBJECTIVES

B.1 To encourage the continued operation of McClellan-Palomar Airport as a general aviation airport.

B.2 To prohibit the expansion of McClellan-Palomar Airport unless approved by a majority vote of the Carlsbad electorate. (Section 21.53.015, Carlsbad Municipal Code.)

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Require all parcels of land located in the Airport Influence Area to receive discretionary approval as follows: all parcels must process either a site development plan, planned industrial permit, or other discretionary permit. Unless otherwise approved by City Council, development proposals must be in compliance with the noise standards of the Comprehensive Land Use Plan (CLUP) and meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider County Airport Land Use Commission recommendations in the review of development proposals.

C.2 Coordinate with the San Diego Association of Governments and the Federal Aviation Administration to protect public health, safety and welfare by ensuring the orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.



SPECIAL PLANNING CONSIDERATIONS--REGIONAL ISSUES

A. GOAL

A City which participates with other cities in the County, through the San Diego Association of Governments, in working towards the solution of regional issues.

B. OBJECTIVE

To participate with other cities in the County in developing a Regional Growth Management Strategy.

C. IMPLEMENTING POLICY AND ACTION PROGRAM

Implement the policies of the Regional Growth Management Strategy when the program is adopted by the City.



IV. GLOSSARY

AGUA HEDIONDA LAND USE PLAN

The Local Coastal Plan for the area surrounding Agua Hedionda Lagoon.

BEACH AREA OVERLAY

Special zoning regulations affecting parking, height and processing requirements for residentially zoned property in the area bounded by the Pacific Ocean, the AT&SF Railroad, Buena Vista Lagoon and Agua Hedionda Lagoon.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Requires the assessment of projects for environmental effects, establishes procedures for preparing and processing environmental documents and includes requirements for the monitoring of environmental mitigation conditions placed on a project.

CAPITAL IMPROVEMENT PROGRAM (PLAN) (CIP)

A city's governmental budget that programs public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five years in advance and should be updated annually, so as to provide a link to the annual budgeting process.

CEQA

See California Environmental Quality Act.

CIP

See Capital Improvement Program.

CITYWIDE FACILITIES AND IMPROVEMENTS PLAN

A plan which identifies the public facilities which will be needed when the City is completely developed.

CLUSTERING/CLUSTER-TYPE HOUSING

Development patterns in which the uses are grouped or "clustered" through a density transfer, rather than spread evenly throughout a parcel as in conventional lot-by-lot development. A zoning ordinance may authorize such development by permitting smaller lot sizes if a specified portion of the land is kept in permanent open space either through public dedication or through creation of a homeowners association.

CONDITIONAL USE PERMIT (CUP)

A use that may locate in certain zones provided it will not be detrimental to the public health, safety, and welfare and will not impair the integrity and character of the zone. The Planning Commission approves subject to conditions and each application is considered on its own merits.

DEFENSIBLE SPACE

Concept of urban space designed to inhibit crime by utilizing the proprietary concerns of residents. Key ingredients in designing defen-



	sible space include: improving the natural capability of residents to visually survey the public areas of their residential environment; enhancing spheres of territorial influence within which residents can easily adopt proprietary attitude; and, enhancing safety through the strategic geographic locations of intensively used community facilities.
DENSITY BONUS PROGRAM	A density increase of at least 25% over the otherwise maximum allowable residential density under the applicable zoning and land use.
ENVIRONMENTALLY SENSITIVE LANDS	Open space lands which are constrained or prohibited from development including beaches, lagoons, wetlands, other permanent water bodies, riparian habitats and steep slopes.
GMP	See Growth Management Plan.
GROWTH MANAGEMENT PROGRAM/PLAN (GMP)	A comprehensive approach to land use planning now and in the future. It links residential, commercial and industrial development directly to the availability of public services and facilities. It sets limits on the total number of housing units to be built and increases the total amount of open space to be preserved in the City.
GROWTH MANAGEMENT ZONE	A geographically-defined area in the City, the boundaries of which were based upon logical facilities and improvements planning relationships. Under the City's Growth Management Plan, there are 25 zones and a plan for facilities and improvements is required for each zone before development can occur.
LCP	See Local Coastal Program.
LFMP	See Local Facilities Management Plan.
LOCAL COASTAL PROGRAM (PLAN) (LCP)	A specifically prepared land use plan for the portion of the City located within the Coastal boundaries as defined by the State Coastal Act. The plan must address the protection of coastal resources and public access to the coastline.
LOCAL FACILITIES MANAGEMENT PLAN (LFMP)	Shows how and when the following facilities and improvements necessary to accommodate development within the zone will be installed or financed: city administrative facilities, library, wastewater treatment, parks, drainage, circulation, fire facilities, open space, schools, sewer facilities and water facilities.



MASTER PLAN	A plan that supplements and provides more detail to the General Plan and the Land Use Element as it applies to a large piece of land in the City.
MULTI-FAMILY	A residential structure or building that contains more than one dwelling unit or home.
PD	See Planned Development.
PLANNED DEVELOPMENT (PD)	A contained development, often with a mixture of housing types and densities, in which the subdivision and zoning controls are applied to the project as a whole rather than to individual lots as in most subdivisions. Therefore, densities are calculated for the entire development, usually permitting a trade-off between clustering of houses and provision of common open space.
PUBLIC FACILITIES	Uses or structures that provide services to the public such as a library, city hall, fire station, police station, park, traffic signal or major street.
REDEVELOPMENT	An area of the City which is officially designated for rehabilitation or redevelopment because some or all of the buildings are old and often substandard.
RIGHT-OF-WAY	The area of land which has been dedicated for public use for transportation purposes (i.e., a street, freeway or railroad).
SANDAG	See San Diego Association of Governments.
SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)	The regional planning agency for the San Diego Region of which Carlsbad is a member agency.
SDP	See Site Development Plan.
SITE DEVELOPMENT PLAN (SDP)	A plan showing uses and structures proposed for a parcel of land.
SPECIFIC PLAN	Similar to a master plan. A plan adopted by the City to implement its General Plan for designated areas. It contains the locations and standards for land use densities, streets, and other public facilities in greater detail than the General Plan and the Land Use Plan.
STRIP COMMERCIAL	A conglomeration of commercial development extending along both sides of a major street leading out of the center of a city. In zoning terms, a strip zone may refer to a district



TENTATIVE SUBDIVISION MAP

consisting of a ribbon of highway commercial uses fronting both sides of a major arterial route.

A proposal to subdivide land into five or more lots or units. A final map which conforms to the tentative map completes the subdivision process.

UNACCEPTABLE RISK

Level of risk above which specific action by government is deemed to be necessary to protect life and property.

VARIANCE

A device which grants a property owner relief from certain provisions of a zoning ordinance when because of the particular physical surroundings, shape, or topographical condition of the property, compliance would result in a particular hardship upon the owner, as distinguished from a mere inconvenience or a desire to enhance an investment. A variance may be granted, for example, to reduce yard or setback requirements, or the number of parking or loading spaces. Authority to decide variances is usually vested in the Planning Commission.



Circulation Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Circulation Element for the City of Carlsbad is a comprehensive plan for the circulation of people, goods, energy, water, sewage, storm waters, communications, and services. The primary focus of the document is to provide for the safe and efficient movement of people and goods within the City and to provide for public access to all existing and future land uses identified in the Land Use Element of the General Plan. It also identifies how transportation systems will link with surrounding jurisdictions and be coordinated with regional transportation plans.

To ensure that circulation facilities are provided concurrent with their need, the City has adopted numerous policies, programs and ordinances, including the Growth Management Program. In addition, new regulations have mandated compliance with the requirements of the California Clean Air Act and Federal Clean Water Acts. These new state and federal regulations require implementation of both a Transportation Demand Management Program and Storm Water Quality Management Program, respectively. The Circulation Element incorporates policies and action plans to implement these new requirements together with requirements of the Growth Management Program.

The City contains many scenic and historical areas traversed by existing and proposed roadways. From an aesthetic, environmental and historical perspective, it is important to preserve as much of the natural qualities of these areas as possible in order to maintain the distinctive character of the City. In previous versions of the General Plan, the City maintained a separate Scenic Roadways Element to accomplish the task of preserving and enhancing the scenic quality of the City. Changes to State law in 1981 eliminated the mandatory inclusion of a Scenic Roadways Element within the General Plan. In an effort to reduce the number and complexity of elements within the City's General Plan, the goals, objectives, policies and action plans necessary to preserve the scenic quality of roadways within the City have been retained, but have been incorporated into the Circulation Element.

The Circulation Element includes several maps and graphics. Street classifications used in Carlsbad, described according to their function

and the amount of traffic they carry, are shown on Table 1: Street Classifications. The Circulation Plan is illustrated on Map 1. The Street Design Standards used by the City are shown on Figure 1. Bicycle Routes and High Pressure Gas and Petroleum Mains are shown on Map 2 and Map 3.

B. STATE LAW

A Circulation Element is required by State law (Government Code Section 65032(b)) and must consist of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the General Plan". The Circulation Element must state the overall goals, objectives and policies concerning the circulation needs of the City and specifically address issues relating to major thoroughfares, transportation routes, terminals and other local public utilities and facilities. The City of Carlsbad's Circulation Element also addresses issues of public transit, bicycle and pedestrian routes and facilities, railroads and light rail transit, air travel, parking, transportation demand management, and vehicular and pedestrian safety.

C. RELATIONSHIP TO OTHER ELEMENTS

The Circulation Element is most closely related to, and is a reflection of, the Land Use Element of the General Plan. The Circulation Plan was developed in conjunction with computerized traffic modeling and analysis utilizing the projected land uses contained in Carlsbad's Land Use Element as well as land use plans of surrounding communities. The most recent modeling effort for the City of Carlsbad was conducted in 1990 by the San Diego Association of Governments (SANDAG) using the TranPlan computer program. Results of the modeling effort indicate that the proposed Circulation Plan contained in this document will adequately serve the proposed land uses.

The comprehensive nature of the Circulation Element requires that it relate to and correlate with all other elements of the General Plan including the Noise, Housing, Open Space and Conservation, Parks and Recreation, and Public Safety Elements. All these elements address various aspects of the circulation system and together they provide the basic policies and guidelines for the development of a safe, efficient and aesthetically pleasing transportation network.



These elements should be referred to for more detailed discussion. For example, the public facilities discussed in the Circulation Element are also discussed in the Land Use Element. It is the policy of the City of Carlsbad that the Circulation Element be consistent with all other elements of the General Plan.

D. THE CITY OF CARLSBAD SETTING

The dominant natural and manmade features in Carlsbad, which establish the framework within which the circulation network must function, include the Pacific Ocean to the west, the three natural lagoons extending from the ocean to the interior of the City, the steep hills and canyons which punctuate the eastern half of the community, Highway 78 along the northern boundary, the Coast Highway, the AT&SF railroad and Interstate 5. These features all serve to separate the coastal portion of the City from the interior portion. There are three major, existing, arterial roads in the City, including, El Camino Real which runs north and south through the center of the City, Palomar Airport Road which runs east and west through the center of the City, and Rancho Santa Fe Road which runs along the southern and easterly boundary of the City. In addition, Carlsbad has a general aviation commuter airport located in the central portion of the City adjacent to the intersection of Palomar Airport Road and El Camino Real. Goals, objectives, and policies and programs related to air transportation are included in this element, but are also discussed in the Land Use Element.

Given the existing topographic constraints, the City has developed an integrated land use and circulation plan to take advantage of the natural landform features and the existing transportation facilities. A major challenge for the City in the future will be to complete the remaining roadway segments of the Circulation Element in a timely manner within a climate of increasingly strict environmental guidelines. The City must also find ways to refine the existing circulation network in the developed portions of the City to accommodate increased redevelopment activity and the development of surrounding communities. Finally, it is recognized that the City circulation system is a part of the larger regional, state, and national transportation systems. As such, the City circulation system will continue to be influenced by the demands placed upon it by larger transportation system needs.

E. CAPITAL IMPROVEMENT PROGRAM

The construction of unbuilt circulation element roads and public utilities will be brought about through a combination of construction activities undertaken by the development community and the City of Carlsbad. The guiding theme for the construction of the circulation element infrastructure is the provision of facilities prior to or concurrent with the need for such facilities. To this end the City has established the Growth Management Program, the Capital Improvement Program and a development exaction program consisting of public facility impact fees and direct developer construction of public road and utility improvements.

The Growth Management Program establishes minimum standards for the provision of basic public infrastructure including circulation element roads, sewer collection, sewer treatment, water distribution and flood control. In addition, the Growth Management Program requires the preparation of Local Facilities Management Plans to ensure that the public facility standards are met through buildout for each of the 25 local facility zones.

For the most part, roads and public utilities will be constructed as a condition of development activity in accordance with the dictates of the Growth Management Program. Where a particular facility exceeds the financial capability of any one developer or the need for the facility cannot be attributed to a single development, the City, and various utility districts within the City, have established facility impact fees to generate the revenues needed to finance construction of those facilities. These impact fees combined with direct developer construction activities will assure completion of the majority of the circulation element network. The remaining portion of the network for which the need is not attributable to future development, must be financed through other local, regional and federal funding sources. An example of one such facility is the improvement of Carlsbad Village Drive west of Interstate 5 which will be funded through redevelopment tax increment bonds.

Timing for the construction of the missing circulation element links is, for the most part, a function of development activity. For those facilities financed through facility impact fees or other funding sources, the City prepares on a yearly basis a Capital Improvement Program (CIP). The



CIP establishes the next year's construction program and also outlines the five year and buildout improvement needs for the City. The CIP must balance the availability of revenues with the various competing needs for public facility construction. Taken as a whole, the Capital Improvement Program, Growth Management Program and de-

velopment exaction program will assure timely completion of the circulation element facilities as needed by the residents of Carlsbad and surrounding communities.

TABLE 1: STREET CLASSIFICATIONS

Local Streets:

- Provide street connectivity and immediate access to adjoining properties
- Are designed to discourage cut-through traffic
- Balance use of the right-of-way between vehicles and pedestrians
- Reduce vehicle speed and "cut-through" traffic through the use of appropriate street widths and traffic calming measures
- Provide access for emergency service providers and emergency egress for residents
- Carry low volumes of traffic (estimated average daily trips: 2,000 maximum)

Collector Streets:

- Provide immediate access to adjoining properties
- Serve as the connecting link for traffic between local and arterial streets
- Generally carry light to moderate traffic volumes (estimated average daily trips: 2,000 to 10,000)

Secondary Arterials:

- Provide limited access to adjacent properties
- Serve to move traffic between collector streets and larger arterials or the freeways
- Have two traffic lanes in each direction with a painted median
- Carry moderate traffic volumes (estimated average daily trips: 10,000 to 20,000)

Major Arterials:

- Prohibit access to adjacent properties unless no other alternative exists
- Provide intra-city circulation and connections to freeways and regional roads
- Have a minimum of two traffic lanes in each direction with a raised median
- Carry moderate to heavy traffic volumes (estimated average daily trips: 20,000 to 40,000)

Prime Arterials:

- Prohibit access to adjacent properties unless no other alternative exists
- Provide for regional and intra-city circulation and connections to freeways and other regional roads
- Carry very heavy traffic volumes (estimated average daily trips: 40,000 or more)



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II. GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

STREETS AND TRAFFIC CONTROL

A. Goals

- A.1 A City with an integrated transportation network serving local and regional needs which accommodates a variety of different travel modes based on safety, convenience, attractiveness, costs, environmental and social impacts.
- A.2 A City with an adequate circulation infrastructure to serve the projected population.
- A.3 A City with a comprehensive network of streets that maximize access to all neighborhoods and land uses.
- A.4 A City with properly maintained, smooth functioning and safe traffic control systems.
- A.5 A City with inviting streetscapes that encourage walking and promote a sense of neighborhood in residential developments.
- A.6 A City with streets designed to balance vehicular requirements with the needs of all pedestrians including children, the elderly and the disabled.
- A.7 A City committed to providing a circulation system that promotes the safety and livability of residential neighborhoods while maintaining adequate access for emergency service providers and prompt evacuation capabilities for residents.
- A.8 A City with a circulation system that promotes alternative transportation such as walking, bicycling and public transportation.

B. Objectives

- B.1 To provide an adequate circulation infrastructure concurrent with or prior to the actual demand for such facilities.

- B.2 To design streets for the safe and efficient movement of people, goods and services in the most environmentally sound manner possible.
- B.3 To maintain a clear and consistent set of standards for the design and construction of roads and traffic control devices.
- B.4 To create a priority list for the construction of new traffic signals.
- B.5 To provide safe, adequate and attractively landscaped parking facilities.
- B.6 To implement and regularly update developer fee programs for financing of circulation facilities.
- B.7 To enhance the economic value of property and improve the economic competitiveness of the City through the construction of well-designed, efficient, and cost effective transportation facilities.
- B.8 To design new subdivisions with streets where trees, parkways and traffic calming measures beautify neighborhoods, slow vehicle speeds, maintain on-street parking and encourage residents to walk or bicycle.

C. Implementing Policies and Action Programs

- C.1 Require new development to comply with the adopted (September 23, 1986) Growth Management performance standards for circulation facilities.
- C.2 Establish a network of truck routes throughout the City to provide for the safe movement of trucks into and out of commercial zones while reducing conflicts with traffic in residential, school and recreational areas.
- C.3 Use the street design standards contained in this element (Figure 1: Street Design Standards) as guidelines for what is reasonable and desirable. Allow variations to occur in accordance with established City policy regarding engineering standards variances.
- C.4 Minimize the number of access points to major and prime arterials to enhance the



functioning of these streets as throughways.

- C.5 Use good road design practice to minimize the number of intersections and other conflicting traffic movements.
- C.6 Use good road design practice to minimize noise on adjacent land uses.
- C.7 Provide traffic control devices along all roadway segments and at intersections.
- C.8 Provide for the safe movement of traffic and pedestrians around all road and utility construction projects.
- C.9 Pursue Transnet and other regional, state and federal funding sources to finance regional roads and transportation facilities.
- C.10 Provide greater flexibility in the design standards for hillside roads to minimize grading and visual impacts.
- C.11 Interconnect and synchronize the operation of traffic signals along arterial streets, whenever feasible.
- C.12 Prepare and maintain a Traffic Signal Qualification List to recommend priorities for the construction of new traffic signals.
- C.13 Establish and maintain an official street naming and addressing plan to remove conflicts, duplication, and uncertainty.
- C.14 Encourage joint public/private efforts to improve parking and circulation in developed areas.
- C.15 Encourage increased public parking in the Village and beach areas of the City.
- C.16 Require new development to construct all roadways needed to serve the proposed development prior to or concurrent with the circulation needs created by the development.
- C.17 Coordinate the planning and construction of new roads with existing roads in adjoining neighborhoods.

- C.18 Require new development to dedicate and improve all public rights-of-way for circulation facilities needed to serve development.
- C.19 Require new subdivisions to incorporate street designs, appropriate widths, traffic calming measures, and standards to reduce vehicle speeds and encourage bicycle use.
- C.20 Require new subdivisions to provide walkways linking homes with stores, schools, businesses and transportation corridors, etc.
- C.21 Require new subdivisions to incorporate parkways to encourage pedestrian activity.
- C.22 Require residential subdivisions to provide street connectivity to the maximum extent feasible by limiting the use of single access streets.
- C.23 Ensure that the street designs of new subdivisions support the delivery of emergency service.
- C.24 The use of long single-access streets, generally exceeding 20 residential dwelling units is discouraged and should be utilized only when topographical, geographical or other physical conditions make it infeasible to provide street connectivity.

ALTERNATIVE MODES OF TRANSPORTATION

A. Goal

A City which promotes, encourages, and accommodates a variety of transportation modes as alternatives to the automobile.

B. Objectives

- B.1 To provide infrastructure and facilities necessary to accommodate pedestrians, bicycles, and other non-automobile modes of transportation.
- B.2 To reduce the number and severity of vehicular, bicycle and pedestrian-related accidents.
- B.3 To prioritize future sidewalk construction.



C. Implementing Policies and Action Programs

- C.1 Encourage the construction of sidewalks along all public roadways with special emphasis given to collectors, arterials, and areas with high pedestrian traffic generators such as schools, commercial centers, transportation facilities, public buildings, beaches and parks.
- C.2 Encourage pedestrian circulation in commercial areas through the provision of convenient parking facilities, increased sidewalk widths, pedestrian-oriented building designs, landscaping, street lighting and street furniture.
- C.3 Design pedestrian spaces and circulation in relationship to land uses and available parking for all new construction and redevelopment projects.
- C.4 Link public sidewalks to the network of public and private trail systems.
- C.5 Provide for handicapped access to and along public sidewalks and along as much of the trail system as feasible.
- C.6 Install sidewalks and trail systems within existing and new industrial developments.
- C.7 Encourage school districts to implement safety programs for pedestrians and bicyclists within the public school system.
- C.8 Maintain a Traffic Safety Commission composed of Carlsbad citizens for the purpose of studying matters of traffic and pedestrian safety and making recommendations to the City Council regarding measures to promote and improve traffic and pedestrian safety.
- C.9 Employ improved traffic control devices and monitor police accident reports to increase pedestrian and bicyclist safety.
- C.10 Prepare and maintain an inventory of all missing and incomplete sidewalk segments within the City for the purpose of prioritizing future sidewalk construction.
- C.11 Coordinate the location of bicycle routes with the Parks and Recreation Element and the Open Space and Conservation Element.
- C.12 Extend bicycle routes to cultural, educational and recreational facilities whenever practical.
- C.13 Develop and implement employer incentive programs to encourage the placement of strategic bicycle storage lockers, and the construction of safe and convenient bicycle facilities.
- C.14 Design bicycle routes in accordance with the "Bike Route Standards" Chapter 1000 of the State of California Highway Design Manual.
- C.15 Improve bicycle access to beach areas.
- C.16 Review, periodically, the Circulation Element Bicycle Route Map and revise, as necessary, to reflect existing roadway conditions and changed land uses.
- C.17 Coordinate with the San Diego Association of Governments (SANDAG) and the North County Transit District (NCTD) on the installation of any new trolley or light rail transit systems.
- C.18 Provide linkage to bus, pedestrian and bicycle routes from any new light rail commuter transit facility.
- C.19 Encourage passive and active use of the railroad right-of-way as trail linkage and bicycle pathway.
- C.20 Plan and coordinate park-and-ride facilities with CALTRANS, NCTD and SANDAG.
- C.21 Encourage commuter usage of buses, car-pools and vanpools through a combination of employer incentives, public education programs and construction of safe, convenient and aesthetically pleasing transfer facilities.
- C.22 Encourage the expansion of bus service and new routes into developing or redeveloping areas of the City.



AIR TRANSPORTATION

A. Goal

A City which balances the needs of the existing general aviation airport with the needs of the citizens of the city.

B. Objectives

- B.1 To encourage the continued operation of McClellan-Palomar Airport as a general aviation airport.
- B.2 To prohibit the expansion of McClellan-Palomar Airport unless approved by a majority vote of Carlsbad electorate as required by the Carlsbad Municipal Code Section 21.53.015.

C. Implementing Policy and Action Program

Coordinate with the San Diego Association of Governments and the Federal Aviation Administration to protect public health, safety and welfare by ensuring the orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

PUBLIC UTILITY AND STORM DRAINAGE FACILITIES

A. Goals

- A.1 A City with a comprehensive network of utilities and storm drainage facilities which provide appropriate public utility and flood control services to all land uses.
- A.2 A City in which the public utility and storm drainage infrastructure are constructed concurrent with or prior to the actual demand for such facilities.

B. Objectives

- B.1 To maintain a clear and consistent set of standards for the design and construction of public utilities.
- B.2 To implement and regularly update developer fee programs for the financing of public utility and storm drainage facilities.

- B.3 To enhance the economic value of property and improve the economic competitiveness of the City through the construction of well designed, efficient and cost effective public utility and storm drainage facilities.
- B.4 To maintain current master plans for the expansion of local public facilities for sewer, potable water, reclaimed water and storm drainage.
- B.5 To comply with all federal, state and local laws and regulations regarding the preservation and enhancement of water quality.

C. Implementing Policies and Action Programs

- C.1 Require new development to construct all public facilities needed to serve the proposed development prior to or concurrent with the circulation needs created by the development.
- C.2 Develop, and update periodically, a set of standards for the design and construction of public utilities.
- C.3 Coordinate the planning and construction of public utilities with existing public utilities in adjoining neighborhoods.
- C.4 Require new development to dedicate and improve all public rights-of-way for public utility and storm drainage facilities needed to serve development.
- C.5 Inform the public and contractors of the danger involved, and the necessary precautions that must be taken when working on or near, pipelines or utility transmission lines.
- C.6 Monitor the adequacy of public utilities as an integral part of the Growth Management Plan and Public Facilities Management System.
- C.7 Ensure developer conformance with all adopted public utility and storm drainage master plans and adopted ordinances regarding the provision of public utility and storm drainage facilities.



- C.8 Ensure continued coordination between the City and special utility districts and public utility companies operating in Carlsbad.
- C.9 Develop and implement a program of "Best Management Practices" for the elimination and reduction of pollutants which enter into and/or are transported within storm drainage facilities.
- C.10 Review and update, on a regular basis, master plans for the expansion of local public facilities for sewer, potable water, reclaimed water and storm drainage.

SCENIC ROADWAYS

A. Goal

A City which preserves and enhances the visual, environmental and historical characteristics of the local community through sensitive planning and design of transportation and utility corridors.

B. Objectives

- B.1 To enhance the scenic, environmental and historical quality of roadways in conjunction with the Circulation, Open Space and Conservation, and Parks and Recreation Elements of the General Plan.
- B.2 To establish a route map identifying existing and future scenic roadway, railroad and utility corridors within the City.
- B.3 To consider a system of routes and special treatments to increase the enjoyment of and opportunities for recreational and cultural pursuits and tourism in Carlsbad.
- B.4 To provide a process for the establishment of convenient and safe scenic routes to major recreational areas and points of historic, scenic or cultural significance.
- B.5 To provide multiple recreational uses, such as bikeways, roadside rests and observation points, when appropriate, on lands within and adjacent to designated scenic corridors, and provide a means of coordinating scenic roadways with other transportation and recreational opportunities within the City.

- B.6 To provide a means of enhancing scenic roadways and making them identifiable to the traveling public.

C. Implementing Policies and Action Programs

- C.1 Implement the policies, standards and guidelines contained within the Carlsbad Scenic Corridor Guidelines.
- C.2 Establish four categories of scenic corridors and designate streets to be included within those categories as follows:

Community Theme Corridors – connect Carlsbad with adjacent municipalities and present the City of Carlsbad to persons entering and passing through the community. Community Theme Corridors include:

El Camino Real
Carlsbad Boulevard
Palomar Airport Road
La Costa Avenue
Melrose Drive

Community Scenic Corridors – interconnect major subareas of the present and planned Carlsbad community. Community Scenic Corridors include:

College Boulevard
Cannon Road
Carlsbad Village Drive
Faraday Avenue
Interstate 5
La Costa Avenue
Olivenhain Road/Rancho Santa Fe Road
Poinsettia Lane/Carrillo Way

Natural Open Space and Recreation Corridors – offer spectacular views of water-scapes, landforms, wildlife and the Pacific Ocean. Natural Open Space and Recreation Corridors include:

Adams Street/Park Drive
Batiquitos Drive
Jefferson Street (portion adjacent to Buena Vista Lagoon)

Railroad Corridor – presents the City of Carlsbad to people passing through the City by rail. The only Railroad Corridor is:

Atchison Topeka & Santa Fe Railroad



- C.3 Review and update periodically the list of roadways designated as scenic corridors.
- C.4 Utilize and update the criteria for designating scenic roadways and selecting community identity entries outlined in the Carlsbad Scenic Corridor Guidelines Manual.
- C.5 Include roadways as scenic routes which provide significant views of the ocean, lagoons, open space lands, back country and urban activity.
- C.6 Enhance and preserve the natural and developed environments along each designated scenic route.
- C.7 Approve projects adjacent to El Camino Real only if the proposed project is consistent with the El Camino Real Corridor Development Standards.
- C.8 Coordinate the planning, design and implementation of designated scenic corridors with the Planning, Engineering, Parks and Recreation and Utilities and Maintenance Departments.
- C.9 Coordinate the scenic corridor program with the State, County and adjacent cities wherever possible.
- C.10 Review the need to establish additional special overlay zones along designated scenic corridors and initiate the appropriate rezoning if an overlay zone is warranted.
- C.11 Develop guidelines to improve the visual quality of the corridor adjacent to the Atchison Topeka and Santa Fe Railway.
- C.12 Seek financial assistance from federal and state sources whenever possible to assist in the implementation of the scenic roadways program.

REGIONAL CIRCULATION CONSIDERATIONS

A. Goals

- A.1 A City with a modern public utility and transportation system based upon integrated programs for the management of air quality, water quality and land resources.
- A.2 A City with a transportation system which helps minimize air pollution and traffic congestion and supports commerce and economic development.
- A.3 A City which participates with other cities in the County, through the San Diego Association of Governments, in working toward the solution of regional transportation issues.

B. Objectives

- B.1 To develop programs and strategies for Transportation Demand Management consistent with the San Diego Regional Air Quality Strategy.
- B.2 To participate with other cities in the County in developing the Regional Growth Management Strategy which addresses air quality, transportation system management, and transportation demand management for San Diego County on a "regional community" basis.
- B.3 To comply with all federal, state and local laws and regulations regarding the preservation and enhancement of air quality.

C. Implementing Policies and Action Programs

- C.1 Implement the policies of the Regional Growth Management Strategy when the program is adopted by the City.
- C.2 Encourage the inclusion of onsite or nearby amenities such as day care facilities, dry cleaners and convenience stores within residential and industrial projects to reduce vehicular trips.
- C.3 Coordinate with CALTRANS as development proceeds and CALTRANS funds become available to ensure that the capacity of on/off ramps is adequate.
- C.4 Consider noise impacts in the design of road systems and give special consideration to those road corridors in scenic or noise sensitive areas.
- C.5 The City shall work with the adjacent communities and agencies of Oceanside, Vista, Encinitas, San Marcos, County of San Diego, Caltrans, North County Transit



District, San Diego Association of Governments and other appropriate agencies to coordinate local traffic management reduction efforts.

III. CIRCULATION PLAN NOTES

Several areas of the Circulation Plan require further explanation of the City's intent. As a result, the following notes are provided to clarify the plan.

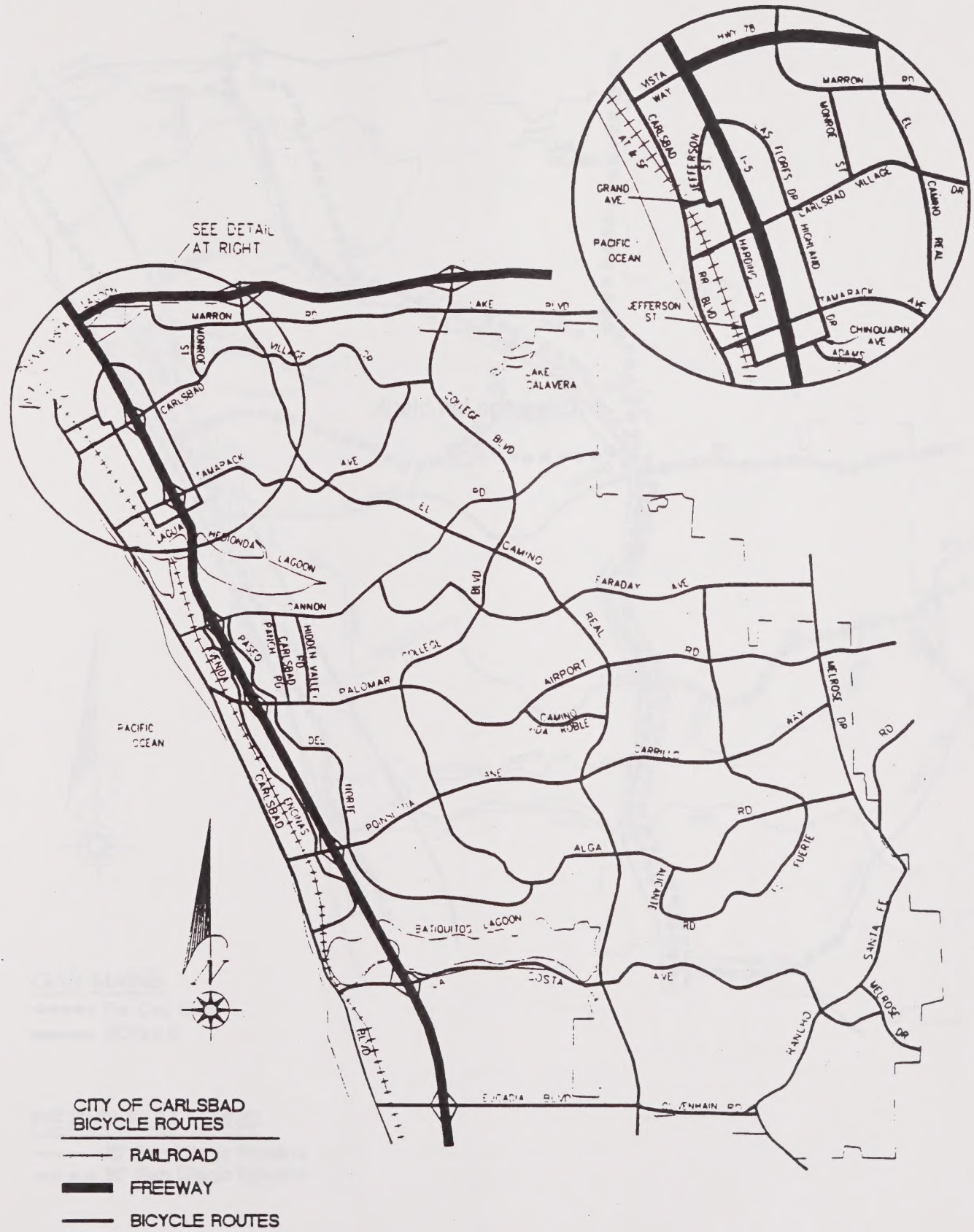
- A. Rancho Del Oro - Classified as a secondary arterial roadway only if a freeway interchange with SR78 is provided. If an interchange is not provided, this roadway is not to be included in the plan.
- B. Tamarack Avenue - Classified as a modified collector street between Carlsbad Boulevard and Skyline Road. An 80-foot right-of-way west of Jefferson to Carlsbad Boulevard should be maintained. Secondary arterial standards should be maintained between Jefferson Street and Adams Street.
- C. Avenida Encinas - The City might downgrade the southernmost link of this roadway (between Lakeshore Gardens Mobile Home Park and Carlsbad Boulevard) to a collector street if a master plan for the immediate area indicates low intensity development. Such downgrading should not require an amendment to this element.
- D. Leucadia Boulevard Extension - The City should support and encourage adjoining jurisdictions to extend Leucadia Boulevard from Interstate 5 to El Camino Real.
- E. Melrose Drive - The City should support and encourage adjoining jurisdictions to extend Melrose Drive from the Carlsbad city limits south to an appropriate connection. Melrose shall maintain its classification as a prime arterial north of Rancho Santa Fe Road. South of Rancho Santa Fe Road, Melrose may be built to secondary or modified standards without an amendment to this element but should preserve adequate right-of-way to construct a full width major arterial road.



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BICYCLE ROUTES





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HIGH PRESSURE GAS & PETROLEUM MAINS



GAS MAINS

- ◆◆◆◆ So. Cal Gas
- SDG & E

PETROLEUM MAINS

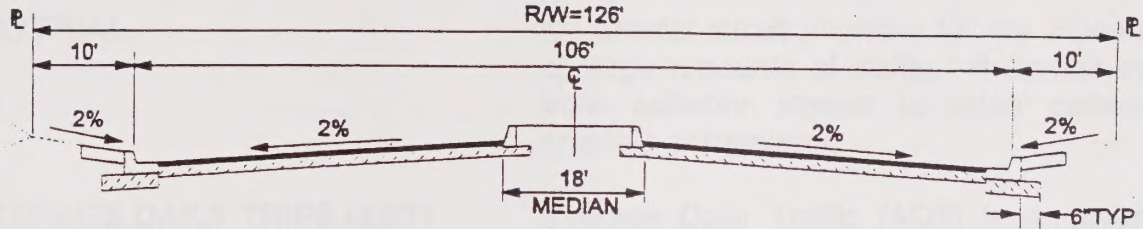
- 10' San Diego Pipeline
- ===== 16' San Diego Pipeline



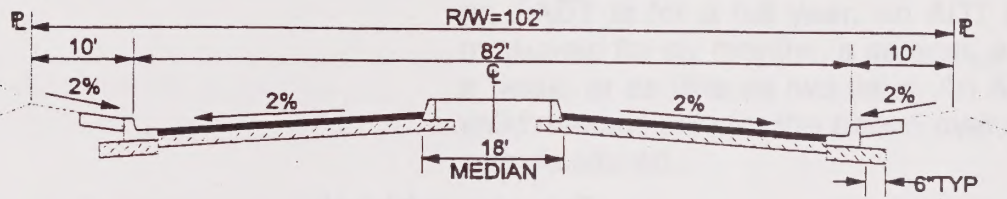
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STREET DESIGN STANDARDS

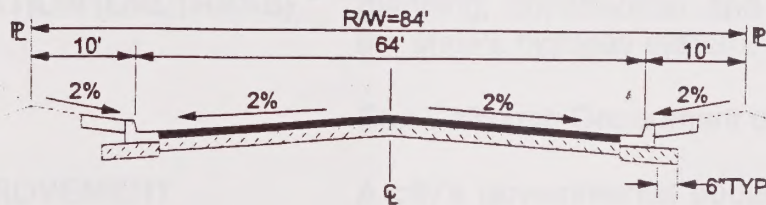
PRIME ARTERIAL STREET



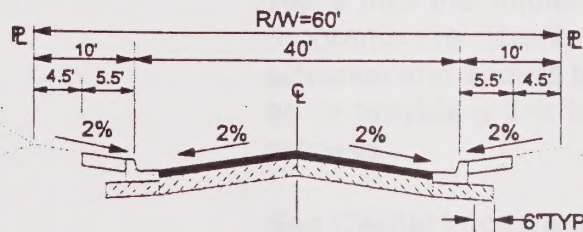
MAJOR ARTERIAL STREET



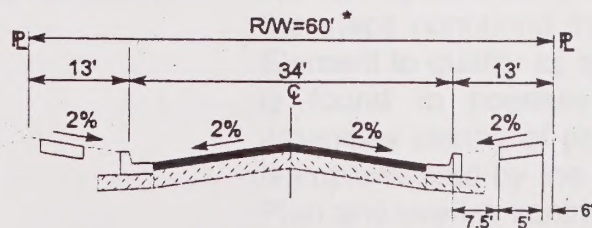
SECONDARY ARTERIAL STREET



COLLECTOR STREET



LOCAL STREET



* FOR CUL-DE-SACS R/W REDUCED TO 56' AND CURB-TO-CURB WIDTH TO 36'

These illustrations represent typical cross sections of the streets described in the Circulation Element. They are not intended to represent absolute standards

KEY

R/W = RIGHT OF WAY
CL = CENTERLINE
PL = PROPERTY LINE

FIGURE 1



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VI. GLOSSARY

ARTERIAL

An arterial street provides for the movement of large amounts of traffic. It carries traffic from collector streets to other collectors, arterials or freeways.

AVERAGE DAILY TRIPS (ADT)

Average Daily Traffic (ADT) is an average 24-hour traffic volume at a given location for some period of time less than a year. While an AADT is for a full year, an ADT may be measured for six months, a season, a month, a week, or as little as two days. An ADT is a valid number only for the period over which it was measured.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The state agency in charge of transportation planning, construction and maintenance of the state's highway system.

CALTRANS

See California Department of Transportation.

CAPITAL IMPROVEMENT PROGRAM (Plan) (CIP)

A city's governmental budget that programs public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five years in advance and should be updated annually, so as to provide a link to the annual budgeting process.

CIP

See Capital Improvement Program

DESIGNATED SCENIC CORRIDOR

A roadway that has been subjected to all of the steps contained in the Scenic Roadway Element to qualify as a scenic corridor which is found to possess scenic or historical amenities worthy of preservation, and which is implemented by the adoption of a Specific Plan and overlay zoning.

**GENERAL AVIATION AIRPORT**

An airport classified by the Federal Aviation Administration (FAA) as a general utility facility serving mainly aircraft with a maximum gross takeoff weight of 12,500 pounds or less, light propeller-driven, turboprop, and business jet general aviation aircraft.

RIGHT-OF-WAY

The area of land which has been dedicated for public use for transportation purposes (i.e., a street, freeway or railroad).

ROADWAY

A strip of land which is covered by a street, public thoroughfare or freeway used for vehicular transportation.

SANDAG

See San Diego Association of Governments.

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

The regional planning agency for the San Diego Region of which Carlsbad is a member agency.

SCENIC CORRIDOR

The bands of land generally adjacent to the scenic roadway right-of-way that complete the visual appearance and integrity of the total composition of the scenic roadway. The boundaries of the scenic corridor may coincide with the boundaries of the visual corridor but are usually less. The following list includes future routes, as designated on the adopted Circulation Element of the General Plan, that the staff feels, when constructed, may qualify to be added to the "Master List." When considering future improvement plans for these routes, the City should consider the potential scenic and historic amenities along these routes:

1. Cannon Road - from Interstate 5 to El Camino Real.
2. Batiquitos Drive - from Poinsettia Lane to El Camino Real.
3. Melrose Drive - along the right-of-way throughout the City of Carlsbad.
4. Poinsettia Lane/Alga Road - from Carlsbad Boulevard to future alignment of



Melrose Drive.

5. Park Drive - from intersection with Kelly Drive to its terminus.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

A comprehensive set of strategies designed to influence travel behavior with respect to mode, time, frequency, route, or distance in order to improve the efficiency and effectiveness of roads, highways, and public transit services. Principal strategy measures involve, but are not limited to, ridesharing and alternative work hours.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

A process that addresses ways to improve overall transportation system performance through a variety of low-cost management actions which foster more efficient use of existing transportation systems. TSM is an umbrella term for parking management and traffic management, and transit management.



Noise Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The goal of the Noise Element is to achieve and maintain an environment which is free from objectionable, excessive or harmful noise.

The Noise Element

- Identifies and defines existing and future environmental noise levels from sources of noise within or adjacent to the City of Carlsbad by means of Noise Contour maps.

- Establishes goals, objectives and policies to mitigate these noise impacts.

- Provides policies and action programs to implement the Goals and Objectives.

“The Goal of the Noise Element is to achieve and maintain an environment which is free from objectionable, excessive or harmful noise.”

B. STATE LAW

Section 65302(f) of California's Planning and Zoning Laws requires a Noise Element which identifies and appraises noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways;
2. Primary arterial and major local streets;

3. Passenger and freight online railroad operations and ground rapid transit systems;

4. Commercial, general aviation, heliport, heli-stop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;

5. Local industrial plants, including, but not limited to, railroad classification yards; and

6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise.

The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted Noise Element shall serve as a guideline for compliance with the state's Noise Insulation Standards.

C. RELATIONSHIP TO OTHER ELEMENTS

The Noise Element is correlated with the Land Use, Circulation, and Housing Elements of the General Plan. The Land Use Element is related to the Noise Element in that noise can have a significant impact on land use. The Circulation Element is related to the Noise Element in that the majority of the noise created in Carlsbad is created by trains, planes or automobiles. The Housing Element relates to the Noise Element by promoting desirable residential environments which buffer exist-



ing and future residents from undesirable noise impacts. Consistent with state law, it is the policy of the City that the Noise Element be consistent with all General Plan Elements.

II. SOURCES OF NOISE

A. CIRCULATION

1. ROADS

Roadway traffic noise is the most extensive noise problem faced by Carlsbad. Barring any dramatic changes in truck or automobile usage patterns, it is likely that the amount of traffic in Carlsbad will grow with the City's population. New development is occurring adjacent to major roadways throughout the City. Unless precautionary measures are taken, serious noise problems could result.

"Roadway traffic noise is the most extensive noise problem faced by Carlsbad."

Vehicular noise has three main component sources: engine/transmission noise, exhaust noise and tire noise. The intensity of noise emissions from any given vehicle will vary with its size and other factors, such as speed, acceleration, braking, roadway grade and conditions of the roadway surface. Thus a busy downtown arterial with stop and go traffic is often noisier than an open highway with comparable traffic volumes.

Noise contours have been prepared for all Circulation Element roadways in Carlsbad as shown on the current and future noise exposure maps (See Map 1: Existing Noise Exposure Contour Map and Map 2: Future Noise Exposure Contour Map).

Interstate 5 has the greatest existing and projected roadway noise emissions. In addition, I-5 impacts the greatest number of existing dwellings. There are a

considerable number of existing single family and multi-family dwellings which are impacted by freeway noise levels in excess of 65 dBA CNEL. For these existing dwellings, noise attenuation is difficult. Construction of solid barriers along the freeway is possible, but cost may be prohibitive. The City can, however, educate property owners as to the methods of insulating existing residential units from freeway noise through the use of barriers and insulation materials. The City's "Development Review: Noise Guidelines Manual" is a useful reference.

While other routes within the City have a lesser impact than does I-5, many roads will still have significant noise impact potential and new projects should therefore be subject to noise impact evaluation.

It is important that new development fronting on major roadways be compatible with the recommendations of this element. The action plan section of this element contains the measures intended to avert future problems caused by traffic noise.

2. AIRPORT

McClellan-Palomar Airport is presently operating as a general aviation facility and is located west of El Camino Real, just north of Palomar Airport Road in the City of Carlsbad. The airport's current annual operation of approximately 235,000 aircraft is expected to increase at the airport's ultimate buildout condition to approximately 334,000. In general, land in the immediate vicinity of the airport or under the take off or landing approach is subject to noise levels which are unsuitable for residential development, schools, hospitals and other similar noise sensitive uses. Projected noise contours around the airport are provided in the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport and have been included in this Element (See Map 3: Airport Noise Contour Map). In 1989 the FAA began a detailed noise study for McClellan-Palomar Airport. The findings of this study have been published in the proposed 1992 Part 150 Study for the airport, which is currently under review as part of its adoption process. However, all new development in the vicinity of the airport should continue to be reviewed to ensure compliance with the noise standards



contained in this element and the approved Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport.

The Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport is to be a long-range master plan for the airport. As stated in State Public Utility Code Section 21675, "The commission plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years." For purposes of General Plan Land Use planning, and lacking further information, the City of Carlsbad must assume that the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport is a longrange master plan updated every five years, that reflects anticipated growth for the airport for at least the next twenty (20) years.

3. RAIL

The Atchison, Topeka and Santa Fe (AT&SF) Railroad runs parallel to the coastline through its 6 1/2 mile length in Carlsbad. The railroad right-of-way is 100 feet wide throughout most of the area south of Tamarack Avenue and expands to 200 feet in width as it travels north of Tamarack through the downtown beach area and central business district.

Currently AMTRACK operates several daily passenger trains between San Diego and Los Angeles. Additionally, a number of freight trains pass through Carlsbad daily, some after 5 P.M. These evening and nighttime freight trains are of particular concern because they run during the hours when people are more sensitive to noise. By the end of 1993, it is projected that a commuter rail will run at least four daily trips from Oceanside to San Diego with two stops in Carlsbad. Ultimately, up to 20 commuter trains may travel through the City at high speed.

There are several sources of railroad noise. The majority of the noise emanates from the locomotive (and

its component systems, such as exhaust devices and cooling fans) and from the interaction between the rail and train wheels. The rhythmic clacking noise emitted by trains result from friction of the wheel at rail joints. Roughness on either the rail or wheel can also contribute to increased noise emissions.

Safety devices such as warning whistles and wig-wags with bells used at grade crossings can contribute significantly to railroad noise. The State of California Public Utilities Commission requires these warning signals as trains approach grade crossings to warn motorists and pedestrians.

"A combined program of noise mitigating design and building sound insulation will help control future noise problems near the railroad."

For existing residential units, noise reduction is a problem. It is often difficult and expensive to install sound insulation materials on existing structures. Also, the State Uniform Building Code standards for sound insulation apply only to new structures. Construction of noise barriers along the railroad right-of-way could attenuate noise levels significantly. However, the railroad right-of-way is owned by the AT&SF Railroad, whose consent would be necessary before any barrier could be constructed. Also cost and aesthetic impact may be prohibitive factors in the construction of noise barriers.

The Land Use Element of the General Plan designates a substantial amount of land bordering along the railroad right-of-way for residential use. New residential development and nonresidential development will occur adjacent to the railroad.

The City does have the ability to regulate site design and requires sound insulation for new development in the vicinity of the railroad. A combined program of noise mitigating design and building sound insulation will help control future noise problems near the railroad.



New projects should maximize the physical separation of structures from the railroad tracks. Additionally, project design should stress the orientation of units away from the railroad, limiting or acoustically designing window openings onto the right-of-way, and construction of noise barriers such as solid walls, earthen berms, or berm/wall combinations.

B. LAND USE

To a great extent, the future ambient noise levels of the City will be determined by the type, intensity and location of future land uses. Future noise levels will also be affected by the construction of new roadways to serve new development and by land uses that generate noise. Noise levels may affect the desirability or livability of a community. Noise may also negatively impact the economic viability of a community by reducing the desirability of an area as a place to live, work, play, or shop. For these reasons, noise continues to be an important consideration of the City in future land use planning.

“To a great extent, the future ambient noise levels of the City will be determined by the type, intensity and location of future land uses.”

Some land uses are more compatible with higher noise levels than are others. For example, schools, hospitals, churches and residences are generally considered more sensitive to noise intrusion than are commercial or industrial activities. To respond to the sensitivity of certain land uses to higher noise levels, this element includes policies to reduce noise impacts on noise-sensitive uses such as residences.

It may be appropriate to develop noise-sensitive uses such as residences, hospitals, or churches in noisy areas. In these instances, it is important that the proper measures are used to reduce noise impacts. In all cases sensitive site plan design is to be used as the first method to reduce noise impacts on a project. Sensitive site plan design measures will include, for example, increasing the distance between the noise source and the receiver; plac-

ing non-noise sensitive uses such as parking areas, maintenance facilities, and utility areas between the source and the receiver; using non-noise sensitive structures, such as a garage, to shield noise sensitive areas; and, orienting buildings to shield outdoor spaces from a noise source. These and other noise mitigation techniques are discussed in more detail in the City's Noise Guidelines Manual available in the Planning Department.

C. OTHER MOBILE SOURCES

1. OFF ROAD MOTORCYCLE NOISE

Motorcycle noise has been a problem in Carlsbad. In particular, complaints have been registered against recreational use of dirt bikes or two-cycle engine motorcycles. The Police Department continues to enforce the prohibition of motorized off-road vehicles within the City, except as permitted at the Carlsbad Raceway.

Local jurisdictions have the authority to control loud or faulty mufflers, horn blowing, off-road vehicles and vehicle speed. Although noise limits may be set for off-road vehicles, they are rarely necessary since statutes against trespassing nearly always apply.

Most trail bikes are not outfitted with the necessary lights, fenders, mufflers, spark arresters or baffles required by law. Consequently they are not licensed and cannot be legally operated on public streets. Continued police enforcement against these unlicensed vehicles would likely reduce motorcycle noise on public streets.

2. MOTOR BOAT

This noise problem does not affect very many of Carlsbad's residents. However, in response to noise complaints, the City has adopted a maximum speed limit for boats on the Agua Hedionda Lagoon and has purchased a boat for enforcement. The reduction in speed does reduce noise somewhat. If further control appears warranted, the City should consider setting curfews on the use of the lagoon or limit the types of boats which could use the lagoon.



3. MODIFIED VEHICLE EXHAUST SYSTEM

Vehicles operating on city streets which have faulty or modified exhaust systems can cause significant local noise impacts, especially when operated in a “hot rod” manner. Continued enforcement of the vehicle code is encouraged in order to control this contributor to noise pollution.

III. NOISE CONTOUR MAPS

The noise contour maps contained herein, show 1990 and 2010 noise contours for the following transportation systems (See Maps 1: Existing Noise Exposure Contour Map (1990) and Map 2: Future Noise Exposure Map (2010):

- (1) Interstate 5
- (2) State Highway 78
- (3) Circulation Element Roadways of the Carlsbad General Plan
- (4) Rail
- (5) McClellan-Palomar Airport

Substantial changes in traffic patterns or the availability of new noise contour data may indicate the need for revisions of this element. Consequently, the noise contours contained in this element should be reviewed and revised periodically.

Noise levels for McClellan-Palomar Airport are expressed in terms of Community Noise Equivalent Level (CNEL), measured at 5 dB increments and are mapped for the range of 55 to 75 dBA CNEL. Noise levels for freeways, prime arterials and the railroad are expressed as CNEL down to the 60 dBA. All other transportation modes shown on the contour map are expressed as CNEL down to the 55 dBA. Community Noise Equivalent Level (CNEL) is based upon A-weighted noise level, number or duration of noise events, and time of occurrence throughout the 24 hour day. The CNEL measurement weights noise occurrences in the evening and nighttime greater

than those in the daytime. Please refer to the Carlsbad “Noise Guidelines Manual” for more information regarding CNEL and general noise science.

The airport’s projected noise contours identified in the adopted Comprehensive Land Use Plan for McClellan-Palomar Airport are included in this element (See Map 3: Airport Noise Contour Map).

IV. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

GENERAL

A. GOAL

A City which is free from excessive, objectionable, or harmful noise.

B. OBJECTIVES

B.1 To create an ongoing noise identification and control program.

B.2 To control harmful or undesirable noise.

B.3 To protect the hearing and well being of Carlsbad residents and visitors.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Control harmful or undesirable sounds through the planning and regulatory process with emphasis on noise/land-use compatibility planning.

C.2 Review all development proposals, both public and private, for consistency with the policies of this element.



C.3 Review existing City ordinances which relate to noise control for compatibility with the goals and policies of this Element.

C.4 Continue to enforce building codes to ensure adequate sound insulation between dwellings and to ensure adequate sound insulation of interior areas from loud external noise sources. The City shall continue to enforce project conditions of approval related to noise control.

C.5 Attempt to control noise primarily at its source. Where this is not feasible, controls along the transmission path of the noise should be required.

C.6 Control noise generated through its own functions and activities and minimize noise impacts resulting from City-sponsored or approved activities.

C.7 Review City operations to make sure that noise generated by construction, maintenance activities, and street sweeping minimize significant adverse noise levels.

C.8 Periodically review the noise contours contained in this element. Substantial changes in traffic patterns or the availability of new noise contour data may indicate the need for revisions.

C.9 Participate in noise control and hearing conservation programs in all appropriate work environments owned, operated, or otherwise under the control of the City.

LAND USE

A. GOALS

A.1 A City where land uses are not significantly impacted by noise.

A.2 A City with industrial and commercial land uses which do not produce significantly adverse noise impacts.

A.3 A City which controls mobile sources of noise to help assure that mobile noise sources do not substantially contribute to the noise environment.

B. OBJECTIVES

B.1 To achieve noise compatibility between industrial/commercial and surrounding land uses and achieve an acceptable noise environment in industrial/commercial areas.

B.2 To achieve noise impact compatibility between land uses through the land use planning/development review process.

B.3 To actively control mobile noise violations.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Encourage the development of compatible land uses in areas which are subject to excessive noise levels.

C.2 Develop specific noise standards for use in reviewing noise sensitive development.

C.3 Require the use of project design techniques, such as, increasing the distance between the noise source and the receiver; placing non-noise sensitive uses such as parking areas, maintenance facilities, and utility areas between the source and the receiver; using non-sensitive structures, such as a garage, to shield noise sensitive areas; and, orienting buildings to shield outdoor spaces from a noise source to minimize noise impacts during any discretionary review of a residential or other noise sensitive project.

C.4 Continue to enforce the State Motor Vehicle Code as it applies to excessive noise. The Carlsbad Police Department should continue to reduce the number of



excessively noisy vehicles on city streets. The Department should also continue to deter persons from operating their motor vehicles in a noisy manner.

C.5 Enforce the policy of the City that sixty (60) dBA CNEL is the exterior noise level to which all residential units should be mitigated. 65 dBA CNEL is the maximum noise level to which residential units subject to noise from McClellan-Palomar Airport should be permitted. Additional disclosure actions (easements, deed restrictions, recorded notice, etc.) may be required of developers/sellers of noise impacted residential units.

For residential properties identified as requiring a noise study, a study shall be prepared by an acoustical professional. This study shall document the projected maximum exterior noise level and mitigate the projected exterior noise level to a maximum allowable noise level as identified in this policy.

Interior noise levels should be mitigated to 45 dBA CNEL when openings to the exterior of the residence are open or closed. If openings are required to be closed to meet the interior noise standard, then mechanical ventilation shall be provided.

If the acoustical study shows that exterior noise levels cannot be mitigated to the level allowable as identified in this policy or less, the development should not be approved without one or more of the following findings:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect (noise).

(2) Changes or alterations to avoid or substantially lessen the significant environmental effect (noise) are within the responsibility and jurisdiction of another public agency and not the City of Carlsbad. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives to avoid or substantially lessen the significant environmental effect (noise).

If a project is approved with exterior noise levels exceeding the level allowable pursuant to this policy, all purchasers of the impacted property shall be notified in writing prior to purchase, and by deed disclosure in writing, that the property they are purchasing is, or will be, noise impacted and does not meet Carlsbad noise standards for residential property.

Notwithstanding project approval, no residential interior CNEL should exceed 45 dBA.

C.6 Require that a "Noise" Study be submitted with all discretionary applications for residential projects of five or more single family dwelling units or any multiple family dwelling units located within or 500-feet beyond the 60 dBA CNEL noise contour lines as shown on Map 2: Future Noise Exposure Contour Map.

C.7 Enforce the policy of the City that site design techniques such as increasing the distance between the noise source and the receiver; placing non-noise sensitive uses such as parking areas, maintenance facilities and utility areas between the source and the receiver; using non-noise sensitive structures, such as a garage, to shield noise-sensitive areas; and orienting buildings to shield outdoor spaces from a noise source, be the first tool used to mitigate noise impacts on noise sensitive land uses rather than the construction of walls or berms.

C.8 Recognize that mitigation of existing or future noise impacts from Circulation Element roadways, AT&SF railroad or McClellan-Palomar Airport for existing or future development within the City, shall not be funded by the City. However, the City



shall assist applicants with the processing of necessary permits for mitigating noise on private property, which permits may include right-of-way permits, encroachment permits, retaining wall permits and zoning variances. The City shall also assist property owners in the establishment of assessment districts, to fund noise mitigation improvements, in accordance with established City policies and procedures.

C.9 Discourage the exclusive use of noise walls in excess of 6 feet in height as mitigation for noise along Circulation Element roadways.

C.10 Utilize natural barriers such as site topography or constructed earthen berms to mitigate noise on a project. When noise walls are determined to be the only feasible solution to noise mitigation, then the walls shall be designed to limit aesthetic impacts. When over-height walls are necessary to mitigate noise, a berm/wall combination with heavy landscaping, a terraced wall heavily landscaped, or other similar innovative wall design technique shall be used to minimize visual impacts.

CIRCULATION

ROADS

A. GOAL

To provide a roadway system that does not subject surrounding land uses to significantly adverse noise levels.

B. OBJECTIVE

To design and manage all roadways to maintain acceptable noise levels.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Take measures to reduce traffic noise on streets throughout Carlsbad. This will include contin-

ued enforcement of applicable sections of the California Vehicle Code regarding equipment and/or operation of motor vehicles.

C.2 Consider noise impacts in the design of road systems and give special consideration to those road corridors in scenic or noise sensitive areas.

C.3 Review traffic flow systems and synchronize signalization, wherever possible to avoid traffic stops and starts, which produce excessive noise, and to adjust traffic flow to achieve noise levels acceptable to surrounding areas.

C.4 Apply the residential noise policies of this element in the review of proposals for the construction or improvement of any roadway, railroad, transit system or other noise producing facility.

AIRPORT

A. GOAL

A City that achieves long-term compatibility between the airport and surrounding land use.

B. OBJECTIVES

B.1 To minimize noise impacts on City residents, the City has planned for non-residential land uses within the 65 dBA CNEL Noise Contour of McClellan-Palomar Airport, as shown on Map 3: Airport Noise Contour Map.

B.2 To develop and enforce programs dealing with airport noise disclosure, aviation easements and noise control that provide for noise compatibility with surrounding land uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Encourage the development of compatible land uses and restrict incompatible land uses surrounding airport facilities.



C.2 Utilize the noise standards contained in the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport (on file in the Planning Department). However, the City reserves the right to deviate from the CLUP as provided for in State Public Utilities Code Section 21676.

C.3 Recognize that procedures for the abatement of aircraft noise have been identified in the Comprehensive Land Use Plan (CLUP) for McClellan-Palomar Airport. The City expects the widespread dissemination of, and pilot adherence to, the adopted procedures.

C.4 Expect the airport to control noise while the City shall control land-use thus sharing responsibility for achieving and maintaining long-term noise/land-use compatibility in the vicinity of McClellan-Palomar Airport.

C.5 Discourage the development of residential projects with exterior noise levels in excess of 65 dBA CNEL as caused by airport/aircraft operations. The City recognizes that noise levels of 65 dBA CNEL, as caused by aircraft operations, are generally incompatible with developments of residential uses and such developments should not be permitted within the 65 dBA CNEL Airport Noise Contour (See Map 3: Airport Noise Contour Map). However, if residential projects are approved, the City will require Avigation Easements to be placed over lots within new residential development projects located within the 65 dBA CNEL noise contour as mapped on Map 3: Airport Noise Contour Map.

RAIL

A. GOAL

Noise from railroad travel through Carlsbad is not disruptive to adjacent land uses and activities.

B. OBJECTIVE

To develop, maintain and manage a mitigation program for railroad noise.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Apply the residential noise policies of this Element in the review and approval of the construction or improvement of railroad facilities.

C.2 Apply the noise mitigation guidelines of the Noise Guidelines Manual (on file in the Planning Department) to all proposed development within the 60 dBA CNEL Noise Contour line as depicted on Map 2: Future Noise Exposure Contour Map.

EMPLOYMENT

A. GOAL

A City with healthy and productive work environments that do not cause hearing damage or other adverse noise related health impacts to workers in the City of Carlsbad.

B. OBJECTIVES

B.1 To promote an ongoing noise control and hearing conservation program for the work environment.

B.2 To promote hearing conservation in the workplace.

B.3 To encourage that all business entities operating in the City comply with all occupational Health and Safety laws, rules and/or regulations established by authorized city, county, state or federal agencies.



C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Participate in noise control and hearing conservation programs in all appropriate work environments owned, operated, or otherwise under the control of the City.

C.2 Promote that all persons responsible for operation of noise-producing equipment or processes, exercise reasonable care to minimize casual noise exposure to unprotected workers or passers-by to reduce risk of hearing damage.

C.3 Encourage and assist its employees in identifying and abating potential noise hazards on City- owned or controlled property.

GENERAL PLAN

EXISTING NOISE EXPOSURE CONTOURS

CITY OF CARLSBAD



MAP 1

GENERAL PLAN

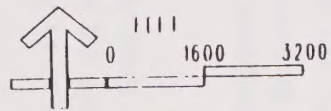
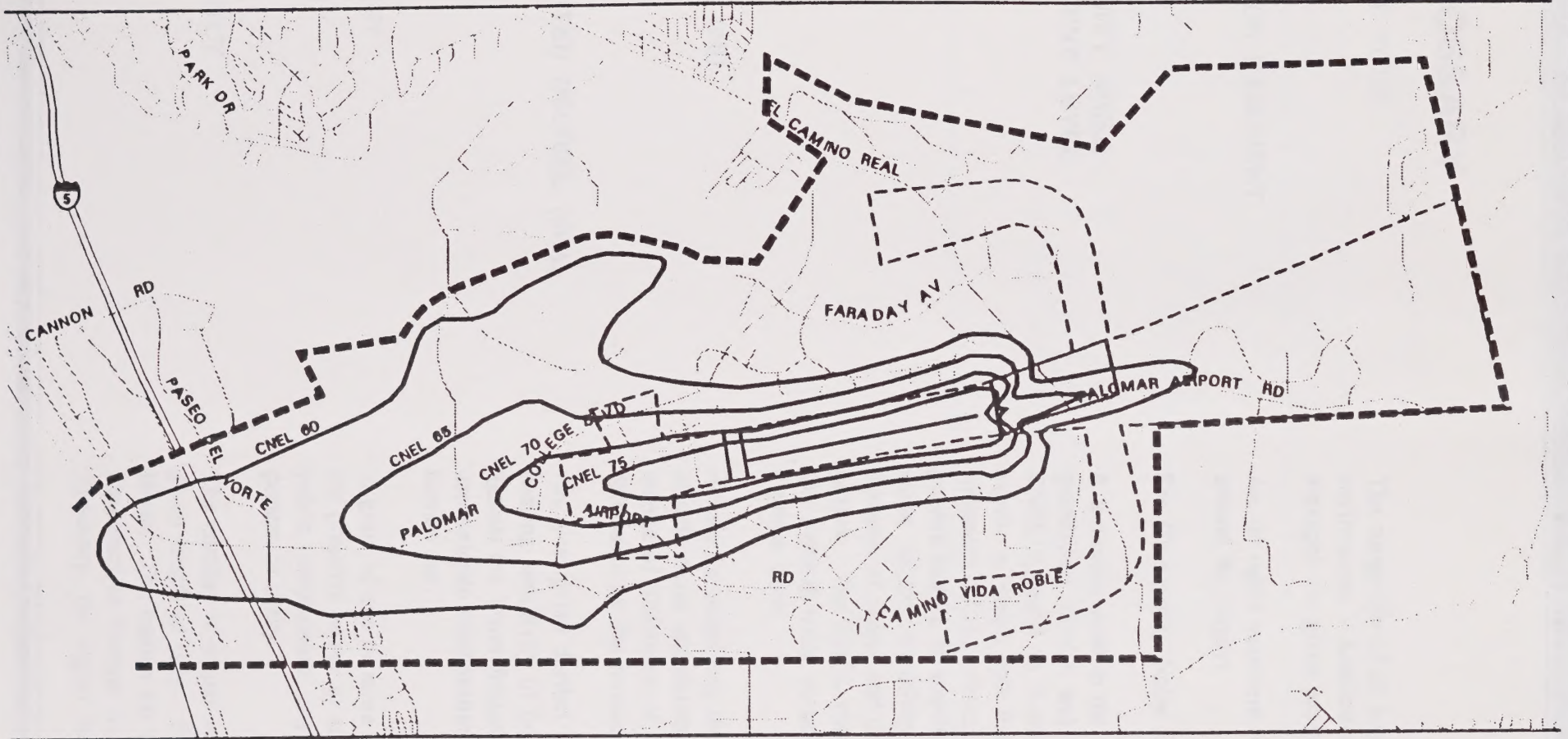
FUTURE NOISE EXPOSURE CONTOURS

CITY OF CARLSBAD



MAP 2

AIRPORT NOISE CONTOUR MAP



San Diego
ASSOCIATION OF
GOVERNMENTS

February 17, 1994

-  Runway Protection Zone
-  Flight Activity Zone
-  Airport Influence Area

MAP 3



VI. GLOSSARY

AMBIENT NOISE

The composite of all sounds near and far for any environment. Ambient noise levels are generally averaged for given periods of time.

AVIGATION EASEMENT

An air rights easement which protects air lanes around the airport.

CNEL

See Community Noise Equivalent Level.

COMMUNITY NOISE EQUIVALENT LEVEL

A technique used in the State of California for quantifying aircraft and community noise levels. CNEL is based on A-weighted noise measurements, in which both the magnitude of noise and frequency of occurrence are measured. It incorporates factors of amplitude and the pitch of noise, hearing sensitivity of the human ear, duration of noise, and time of day penalty factors. The CNEL measure weights nighttime and evening noise occurrences greater than daytime ones.

DECIBEL (dB)

A unit for measuring the relative loudness of sounds equal approximately to the smallest degree of difference of loudness ordinarily detectable by the human ear.

A-WEIGHTED DECIBEL (dBA)

An A-weighted decibel compensates for the hearing sensitivity of humans by discriminating against the lower frequencies according to an approximate relationship to the sensitivity of the human ear.

EASEMENT

A grant of one or more of the property rights by the property owner to and/or for the use by the public, corporation, city, county or another person or entity.

FREQUENCY

The number of sound waves occurring within a given length of time. Frequency is expressed in Hertz. The human ear perceives differences in frequency as changes in pitch; the higher the frequency, the higher the pitch.

**NOISE**

A loud, discordant or disagreeable sound.

NOISE SENSITIVE LAND USES

Those land uses which are particularly affected by excessive noise, including residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospital, parks, recreation areas, etc.



Housing Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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May 2000

Housing Commission - recommended approval on May 11, 2000 (5-0)
HC Resolution No. 2000-002 (Housing Element only)

Planning Commission - recommended approval on May 17, 2000 (7-0)
PC Resolutions No. 4777 (Negative Declaration) and 4778 (Housing Element)

City Council - approved on July 11, 2000 (5-0)
CC Resolution No. 2000-224 (Negative Declaration and Housing Element)

State Department of Housing and Community Development notified Carlsbad of their
approval/certification of the Element on December 1, 2000.

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INTRODUCTION

i. BACKGROUND

The City of Carlsbad, California, was incorporated in 1952 and encompasses 42 square miles of coastal North San Diego County. Carlsbad is surrounded by the incorporated cities of Oceanside, Vista, San Marcos and Encinitas, as well as some unincorporated portions of San Diego County.

Carlsbad derives its name from its natural mineral springs, which are similar in taste and composition to the famous mineral springs in the former Karlsbad, Bohemia (now known as Karlovy Vary, Czech Republic). In keeping with the name derivation, Carlsbad has continued to pursue a "village by the sea" atmosphere and appearance, especially in the downtown area.

Over the last 20 years, a large amount of industrial and office developments in the vicinity of the McClellan/Palomar airport have added a high-tech and progressive business component to Carlsbad. The City is located in a prime business location, along the Interstate 5 corridor between Los Angeles/Orange County and San Diego, and the access provided by the local airport and commuter rail stations augment existing and future business opportunities.

Also in the last 20 to 25 years, Carlsbad annexed many contiguous County areas, such as La Costa, rapidly increasing growth and population. This rapid growth caused the City to generate a growth management program that tied development to the provision of facilities and services and set maximum dwelling unit counts for the City's buildout. This growth management program was ratified by the voters in 1986 and allowed Carlsbad to continue to grow while still providing adequate infrastructure and protecting sensitive natural resources.

With the exception of its mild, Mediterranean climate, Carlsbad is physically quite diverse. Within the City limits are three lagoons (Buena Vista, Agua Hedionda and Batiquitos), over six miles of sand and cobble beaches, and varied topography reaching peak elevations of between 725 and 825 feet. Carlsbad is also home to a fresh water lake (Lake Calavera) as well as large stands of native scrub and chaparral habitat.

With regard to regional services and attractions, Carlsbad is unique among the coastal North San Diego County jurisdictions. Besides being home to the McClellan/Palomar airport, Carlsbad contains a regional waste water treatment plant and an electrical generating power plant. Visitors and tourists are attracted to Carlsbad not only for the beaches and physical scenery, but also for such opportunities as the Plaza Camino Real regional mall, Car Country Carlsbad auto sales park and the LEGOLAND Carlsbad theme park.

As Carlsbad develops in accordance with the City's General Plan, the various components of a well-balanced community, including housing opportunities, will take shape upon the landscape and continue the City's local and regional significance.

INTRODUCTION

I. BACKGROUND

The City of Oakland is a city of approximately 235,000 people, located in the East Bay area of the San Francisco Bay Area. The city is a diverse community with a rich cultural heritage and a strong commitment to social justice and equity.

Over the past several years, the city has experienced significant changes in its housing market. The demand for affordable housing has increased, and the city has taken steps to address this need through various programs and policies.

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The purpose of this report is to provide a comprehensive overview of the city's housing market and to identify the key challenges and opportunities facing the city in the future. This report will serve as a guide for the city's housing policy and planning efforts.

The report is organized into several sections. The first section provides an overview of the city's housing market, including a discussion of the current housing stock, the demand for housing, and the challenges facing the city. The second section discusses the city's housing policy and planning efforts, including a review of the city's housing element and the city's housing action plan.

The third section discusses the city's housing market trends, including a discussion of the growth of the city's population, the increase in the number of households, and the changes in the city's housing stock. The fourth section discusses the city's housing market challenges, including a discussion of the shortage of affordable housing, the high cost of housing, and the need for more housing options.

The fifth section discusses the city's housing market opportunities, including a discussion of the potential for new housing development, the need for more affordable housing, and the importance of community development. The sixth section provides a conclusion and a list of recommendations for the city's housing policy and planning efforts.

The report is intended to provide a comprehensive overview of the city's housing market and to identify the key challenges and opportunities facing the city in the future. This report will serve as a guide for the city's housing policy and planning efforts.

ii. EXECUTIVE SUMMARY

Of the eight state-required elements of the General Plan, the Housing Element is the most regulated and reviewed, signifying the state-wide importance of providing adequate housing opportunities for all income levels, including those individuals with special needs.

This element is arranged into three sections: *Section One: Housing Needs and Inventory* addresses the housing supply and demand by summarizing the population and employment trends in the City and/or region, as well as providing an inventory of the existing and potential housing stock. This section also includes the City's regional share allocation.

Section Two: Constraints and Opportunities explores the various governmental, non-governmental, and environmental constraints to maintaining existing housing and providing future housing and the mitigating opportunities afforded by the Housing Element policies and programs. This section also discusses the opportunities for energy conservation in the development of housing.

After assessing the housing needs, available inventory and constraints, *Section Three: Goals, Objectives and Programs* outlines the policies, objectives and programs for providing adequate housing opportunities to meet the anticipated needs.

In addition to the above-referenced sections, the Housing Element contains several appendices. These appendices, listed in the table of contents, include such items as a review of the 1990 Housing Element, a review of the City's Inclusionary Housing Program, pertinent maps and ordinances, the City's Consolidated Plan, a current development fee schedule for development permits, and public notices and survey forms.

II. EXECUTIVE SUMMARY

Of the eight regional agencies in the County of Los Angeles, the County of Los Angeles is the only one that has a Housing Element. The County of Los Angeles is the only one that has a Housing Element. The County of Los Angeles is the only one that has a Housing Element.

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iii. STATE HOUSING LAW

The requirements for Housing Elements are contained in Sections 65580 to 65589 of the State of California Government Code. This legislation requires each jurisdiction in California to: 1) identify and analyze the existing and projected housing needs and, 2) list goals, policies, objectives, resources and programs for the preservation, improvement and development of housing. To facilitate review of this Housing Element by the California Housing and Community Development Department, the table below lists the required contents of Housing Elements and identifies where the contents may be found in this element.

TABLE 1 - STATE LAW COMPLIANCE GUIDE

<i>Requirement</i>	<i>Page(s)</i>
Section 65583	
(a) Needs Assessment, Inventory of Constraints/Resources	
(1) Population and employment trends	15 - 19
(2) Household and housing stock characteristics	19 - 21, 28 - 31
(3) Land inventory and analysis of infrastructure	34 - 40
(4) Governmental constraints	41 - 55
(5) Non-governmental constraints	55 - 67
(6) Special housing needs:	21 - 28
Female heads of households	23
Large households	22 - 23
Overcrowding	20
Farm workers	27
Elderly	21 - 22
Persons with Disabilities	22
Homeless	23 - 26
Military	27
Students	28
(7) Energy conservation	67
(8) Preservation of assisted housing	33
(b) Statement of Goals, Quantified Objectives and Policies	69 - 91
(c) Five-year Housing Program	69 - 91
(1) Adequate sites	34 - 40
(2) Assist development of affordable housing	69 - 91
(3) Remove governmental constraints	69 - 91
(4) Conserve existing housing stock	69 - 91
(5) Promote equal access to housing	69 - 91
(6) Preservation of assisted housing	69 - 91
(d) Public Participation	13

TABLE 1 - STATE LAW COMPLIANCE GUIDE

<i>Requirement</i>	<i>Page(s)</i>
Section 65584	7 - 8
(1) Regional Housing Needs Assessment (SANDAG)	

The review of Housing Elements and their revisions typically occurs on five-year cycles. These revision cycles occur over different five-year periods for different governments within California. For those local governments in the jurisdiction of the San Diego Association of Governments (SANDAG), the first revision cycle ended on July 1, 1985 and the second revision cycle ended on July 1, 1990. The SANDAG member jurisdictions have recently completed their third housing revision cycle, which ended July 1, 1999. The fourth housing revision cycle, the subject of this Housing Element, will extend from July 1, 1999 to June 30, 2004. Some of the following text that refers to State law uses these housing cycles rather than actual dates, since it was written to apply generally to all jurisdictions within California.

iv. REGIONAL SHARE HOUSING NEEDS ASSESSMENT

The allocation of Carlsbad's regional share housing needs assessment was calculated by SANDAG using the same methodology as used in distribution of projected housing growth, according to the 2020 Regional Growth Forecast. SANDAG's Regional Growth Forecasts have been shown to be quite accurate, typically within five percent of the actual growth. According to the Regional Housing Needs Statement for the San Diego Region, the models and forecasting process used by SANDAG are consistent with the requirements of Section 65584 of the State Housing Element Law for determining San Diego region's share of the statewide housing need and the allocation of that need to cities and the County.

One issue that resulted from the latest growth projections and allocations was that the general and community plans of the 18 cities and County, taken in aggregate, will not accommodate the projected residential growth. SANDAG anticipates that all land currently planned for densities of one unit per acre or higher will be developed within the next 20 years. Therefore, SANDAG's Land Use Distribution Element recommends placing higher densities and mixed uses around transit centers, along major bus corridors and within traditional town centers. This process would require some local jurisdictions to consider increasing the residential density ranges in and around these transit and downtown areas. The City of Carlsbad, through its Density Bonus Ordinance and Village Redevelopment Master Plan and Design Manual, already has the ability to raise residential densities in any residentially-designated area, provided some of that increased density is used to provide housing for lower-income households.

The following regional share housing needs assessments are derived from the SANDAG's Draft Regional Housing Needs Statement for the San Diego Region, dated November 1998. The housing unit allocations are divided into categories, based upon the income ranges listed in Table 2 - "Income Group Definitions by Annual Household Income", below.

TABLE 2 - INCOME GROUPS DEFINITIONS BY ANNUAL HOUSEHOLD INCOME	
Income Group	Annual Household Income
Extremely Low Income	Less than 30 percent of the area median income
Very Low Income	30 to 50 percent of the area median income
Low Income	51 to 80 percent of the area median income
Moderate Income	81 to 120 percent of the area median income
Above Moderate Income	Over 120 percent of area median income

The actual income needed to qualify as a particular income group is based upon the number of persons in the household. Given an area median income for a four-person household in the San Diego region of \$50,800 for 1998, Table 3 - "Annual Income Limits - San Diego Region - 1998", below, details the annual income limits for the various income groups, based upon the number of persons in the household.

TABLE 3 - ANNUAL INCOME LIMITS – SAN DIEGO REGION - 1999						
Income	Income Limit by Number of Persons per Household					
Category	1	2	3	4	5	6
Extremely Low	\$11,050	\$12,600	\$14,200	\$15,750	\$17,000	\$18,250
Very Low	18,400	21,000	23,650	26,250	28,350	30,450
Low	29,000	33,600	37,800	42,000	45,350	48,700
Moderate	44,100	50,400	56,700	63,000	68,050	73,100
Above Moderate	>44,100	>50,400	>56,700	>63,000	>68,050	>73,100

Source: California Department of Housing and Community Development, January, 1999

Given the above income categories and the projected regional growth forecasts, the regional share housing needs assessments for Carlsbad are as follows:

**TABLE 4 - REGIONAL SHARE HOUSING NEEDS ASSESSMENTS FOR CARLSBAD
1999-2004 HOUSING CYCLE**

Very Low Income:	1,770 housing units
Low Income:	1,417 housing units
Moderate Income:	1,436 housing units
Above Moderate:	<u>1,591 housing units</u>
TOTAL UNIT ALLOCATION:	6,214 HOUSING UNITS

v. SELF-CERTIFICATION FOR SAN DIEGO REGION JURISDICTIONS

The Housing Element is the only element of the General Plan requiring review and certification by a state agency, namely the State Department of Housing and Community Development. This review exists to certify that a Housing Element is in substantial compliance with state law. In 1995, SANDAG sponsored AB 1715 to allow the San Diego region jurisdictions to conduct a pilot program for self-certification of their Housing Elements. Under this program, each SANDAG member jurisdiction has the option of reviewing its own Housing Elements and certifying that its elements are in substantial compliance with state law, provided certain criteria are met.

The self-certification program is detailed in SANDAG's "Housing Element - Self-Certification Report: Implementation of Pilot Program for the San Diego Region", dated June 1998. A copy is attached in its entirety as Appendix C. The report contains the self-certification criteria and associated affordable housing goals. These criteria and goals were derived from cooperation between the local jurisdictions, housing advocacy groups and housing providers. They are intended to provide more flexibility in the provision of affordable housing by allowing different types of housing to count towards the regional share allocation. The self-certification criteria for the San Diego region are as follows:

- Criterion 1: *The jurisdiction's adopted housing element or amendment substantially complies with the provisions of this article, including addressing the needs of all income levels.*
- Criterion 2: *For the third housing element revision pursuant to Section 65588, the jurisdiction met its fair share of the regional housing needs for the second housing element revision cycle, as determined by SANDAG.*
- Criterion 3: *For subsequent housing element revisions, the jurisdiction has provided the maximum number of housing units/opportunities as determined pursuant to Section 65585.1(a) within the previous planning period.*
- Criterion 4: *The city or county provides a statement regarding how its adopted housing element or amendment addresses the dispersion of lower income housing within its jurisdiction, documenting that additional affordable housing opportunities will not be developed only in areas where concentrations of lower income households already exist, taking into account the availability of necessary public facilities and infrastructure.*
- Criterion 5: *No local government actions or policies prevent the development of the identified sites pursuant to Section 65583, or accommodation of the jurisdictions' share of the total regional housing need pursuant to Section 65584.*

The performance objectives for the self-certification process include an income group not included through the state certification process. This income group is the extremely low-income group, with household incomes below 30 percent of the San

Diego region median (approximately \$15,250 per year household income for a family of four). Listed below are Carlsbad's performance objectives for the 1999 - 2004 housing cycle under self-certification:

**TABLE 5 - SELF-CERTIFICATION PERFORMANCE OBJECTIVES FOR CARLSBAD
1999-2004 HOUSING CYCLE**

Extremely Low Income Goal (<30% median income):	170units
Very Low Income Goal (30 - 50% median income):	201units
Low Income Goal (50 - 80% median income):	<u>258 units</u>
Total Performance Objectives Under Self-Certification:	629 units

Source: SANDAG's "Housing Element - Self-Certification Report", June 1998

It should be realized that the above-referenced objectives apply only to Carlsbad's eligibility for self-certification. Criterion 3 above still requires that a City's Housing Element be in substantial compliance with state law.

vi. RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

California law requires that General Plans contain an integrated and internally consistent set of policies. The Housing Element is most affected by development policies contained in the **Land Use Element**, which establishes the location, type, intensity and distribution of land uses throughout the City. An analysis of the major policy areas of the **Land Use Element** and its relationship with the Housing Element is contained below.

The Housing Element is also affected by policies in the **Noise Element** and the **Public Safety Element**, which contain policies limiting residential development in certain areas for reasons of noise impacts, geology, and public safety, including the location of Palomar Airport and its influence area. The Housing Element also relates to the **Circulation Element** in that major areas for housing must be served with adequate access routes and transportation systems.

The Housing Element uses the residential goals and objectives of the City's adopted **Land Use Element** as a policy framework for developing more specific goals and policies in the Housing Element. The numerous goals and objectives of the **Land Use Element** encompass five main themes:

1. **Preservation** - The City should preserve the neighborhood atmosphere, retain the identity of the existing neighborhoods, maximize open space, and ensure slope preservation.
2. **Choice** - The City should ensure a variety of housing types (single-family detached or attached, multifamily apartments and condominiums) with different styles and price levels in a variety of locations.
3. **Medium and High Density Compatibility with Surroundings and Services** - The City should provide close-in living and convenient shopping in the commercial core but limit large-scale development of apartments to areas that are most appropriate.
4. **Housing Needs** - The City should utilize programs to revitalize deteriorating areas or those with high potential for deterioration and seek to provide low and moderate income housing. The City will also address the special housing needs of the homeless, the farm worker, the physically challenged and the elderly.
5. **Growth Management Program** - The Housing Element was reviewed with regard to the Growth Management Program, developed in 1986. The analysis found that the Growth Management Program would not significantly impact the Regional Housing Needs or the Housing Element as the City's housing needs and fair share goals will continue to be met. It is the purpose and intent of the Growth Management Program to provide quality housing opportunities for all economic segments of the community and to balance the housing needs of the region against the public service needs of Carlsbad's residents and available fiscal and environmental resources.

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vii. PUBLIC PARTICIPATION

The general public has been solicited for comments on the proposed Housing Element in a variety of ways. These include meetings through the Housing Element Advisory Committee (HEAC) at SANDAG, a local public workshop, a public survey mailing to interested parties, and public hearings before the Housing Commission, Planning Commission and City Council.

The HEAC meetings at SANDAG were primarily based upon determining the self-certification criteria and which programs would count towards meeting the self-certification goals. By involving local advocacy groups and housing providers, the member jurisdictions of SANDAG were able to tailor the self-certification program to address the needs as presented by these groups and providers. The self-certification program and criteria is, therefore, a direct product of public participation.

The City also held a local public participation program that involved both a workshop and mailings of survey forms. The public workshop was held on April 8, 1999 and was noticed both in the paper and through the mail to potentially interested parties. The mailing list, attached in Appendix J, includes housing advocates, special needs providers, local and regional builders, building trade groups, local school districts, homeowner's associations and local neighborhood groups.

In addition to receiving a public workshop notice, many of the above mentioned groups received a copy of a draft housing element and a housing survey form (attached in Appendix J). The survey forms were also distributed at the public workshop and collected for two weeks following the workshop. Copies of the completed survey forms are available at the City's Housing and Redevelopment office.

VI. PUBLIC PARTICIPATION

The public participation process for the 1999 Housing Element is described in detail in the public participation plan. The plan is a key component of the process and is available to the public. The plan is a key component of the process and is available to the public. The plan is a key component of the process and is available to the public.

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SECTION I

I. HOUSING NEEDS AND INVENTORY

The estimated housing need can be determined by comparing the housing demand with the housing supply. The estimated demand for housing in Carlsbad is determined by characteristics of the population (e.g. age, household size, income, special needs). The estimated supply is derived from totaling the housing inventory (e.g., number of units, tenure, cost, number of bedrooms) and the existing vacant residential land or opportunities in the City.

The following supply and demand analysis is divided into five sections: population characteristics, household characteristics, future housing need, existing housing stock and potential housing stock. The population characteristics section includes analysis and documentation of the population trends, in total and by age, ethnicity, and employment. Household characteristics are described through household sizes, composition, income and individuals and families with special needs. The future housing need is based upon the SANDAG regional fair share allocation. Taken together, these three sections describe the housing demand.

The existing housing stock describes the trends in housing unit type, tenure, vacancy, age and condition. This section also analyzes the existing housing units at risk of discontinuing affordability and tabulates the demolition and construction of housing in the coastal zone. By describing the existing and future housing stock, these two sections describe the housing supply.

The analysis in this section was performed with the best available data at the time of element preparation. Since the most recent census data is from the 1990 Census, some of the data has been extrapolated to 1998. In addition it should be noted that the classification of individuals with special needs can overlap. For example, a homeless individual might also be a senior citizen or handicapped or both.

The data sources for this analysis include: 1980 Census; 1990 Census; SANDAG's Population and Housing Estimates (January 1, 1998), Demographic Characteristics Estimates (March 31, 1998), 1990 and 1995 Employment Inventories, Evaluating Economic Prosperity, and 2020 Cities/County Forecast; San Diego County Apartment Association's "Spring 1998 Vacancy Survey" and "1998 Average Rental Rates by City/Area of San Diego"; Carlsbad's Consolidated Funding Strategy and Plan, San Diego Economic Bulletin, the City of Carlsbad's Building Department, Housing and Redevelopment Division, Regional Task Force on the Homeless, and various homeless service providers.

A. POPULATION

1. POPULATION TRENDS

The City of Carlsbad has experienced steady growth since its incorporation in 1952. In 1960, the population base was just under 10,000; by 1970 the population increased to almost 50 percent. In the 1970's, the City annexed areas of rapid growth,

such as the La Costa area and other county lands, resulting in a doubling of the City's population. By 1980, Carlsbad's population stood at over 35,000.

The 1980's brought another development boom to North San Diego County, with additional employment centers, more housing and the need for increased public services to accommodate the added population. Within five years, the population had grown by another 10,000 people instigating a 1986 ballot measure to limit growth and require infrastructure and public service improvements prior to development. Known as Proposition E, this growth management initiative had a stabilizing effect on the rapid population growth and, by 1990, Carlsbad's population had reached only 63,451.

Since the last Housing Element was prepared in 1990, there was a statewide housing recession that greatly diminished the production of housing and, therefore, population growth. This is reflected in the low percentage of change in population from 1990-1998 relative to other eight to ten year periods. In the last one to two years, the strong economy has allowed development to greatly increase. Since 1990, the most prominent areas of growth have occurred in the southwest and southeast quadrants of the City, namely the Aviara Master Plan, Zone 20 Specific Plan and the La Costa area. Table 6 - "Population Trends" shows the past and estimated population trends in Carlsbad, based upon regional and City forecasts.

TABLE 6 – POPULATION TRENDS		
<i>Year</i>	<i>Population</i>	<i>Percent Change</i>
1960	9,253	---
1970	14,944	61.5%
1980	35,490	137.5%
1990	63,126	79%
1998	73,688	16%
2010	109,332	48%
Sources: 1990 Census; SANDAG 20/20 Cities/County Forecast		

2. POPULATION BY AGE

The distribution of population by age is an important factor in considering the housing needs of the community and for determining housing strategies. The age data, shown below, indicates that the current median age in Carlsbad is 38.1 years old. The age classifications have changed since the last data accumulated in 1990, therefore some larger grouping was needed for comparison. This comparison of population changes, shown in Table 7 - "Carlsbad Population Trends by Age - 1990-1998" below, indicates that the largest growth has occurred in the age range of 75 years and older, a growth rate of over 60 percent. Also significantly growing was the population in the 45 to 64 age group and the 5 to 13/14 age group. Based upon this same comparison, there was actually a steep decline in the number of persons between the ages of 25 to 34, dropping by over 23 percent.

TABLE 7 – CARLSBAD POPULATION TRENDS BY AGE 1990 - 1998

Age	1990		1998		% Change
	Total	% of total	Total	% of total	
0 - 4	4,202	6.7%	5,139	7.0%	+16.3%
5 - 13/14	6,819	10.8%	9,467	13.0%	+32%
14/15 - 24	8,226	13.0%	8,034	10.9%	-7.6%
24 - 34	12,041	19.1%	10,274	13.9%	-23.2%
35 - 44	11,845	18.8%	13,436	18.2%	+7.9%
45 - 64	11,722	18.6%	16,663	22.6%	+35.2%
65 - 74	5,410	8.5%	5,834	7.9%	+2.6%
75+	2,861	4.5%	4,841	6.5%	+60.9%
TOTAL	63,126	100%	73,688	100%	+16.7

Source: 1990 Census; SANDAG Demographic Characteristics Estimates, March 31, 1998

3. POPULATION BY ETHNICITY

The ethnicity of Carlsbad has remained roughly the same since the last Housing Element Update in 1990. As shown in Table 8 - "Population Trends by Ethnicity - 1988-1998", below, the City is predominantly non-Hispanic white, with about 16 percent of the population being of Hispanic origin. The Hispanic and White populations grew in similar proportion, while the Black population grew substantially and the Asian and other ethnic groups slightly dropped.

TABLE 8 – POPULATION TRENDS BY ETHNICITY 1988 - 1998

Ethnicity	1988		1998		Change	
	Total	% of total	Total	% of total	Total	%
Hispanic	9,137	15%	11,848	16%	2,711	+30%
White	45,954	78%	58,099	79%	12,145	+26%
Black	370	1%	866	1%	496	+134%
Asian/Other	3,384	6%	2,875	4%	-509	-15%
TOTAL	58,845	100%	73,688	100%	14,843	+25%

Source: 1990 Census; SANDAG Population and Housing Estimates, January 1, 1997

The percentage of change of the Hispanic and White ethnic groups mirrored the percentage of growth in Carlsbad population as a whole. In 1988, the total population of Carlsbad was approximately 58,850; by 1998, the population grew to approximately 73,688. This represents roughly a 25 percent increase in population, similar to the growth rate of Hispanic and White populations. The very large percentage of change for Blacks is a function of the relatively small total number and, despite this large percentage of change, their proportion of the total Carlsbad population remains approximately the same as in 1990.

4. EMPLOYMENT

The employment opportunities in Carlsbad are composed mainly of manufacturing, services and retail trade. These three industries constitute 72 percent of the total Carlsbad workforce. The manufacturing industry is mostly located in industrial developments at or near the geographic center of the City, surrounding the McClellan/Palomar airport. The retail trade employment centers are mostly located in the Plaza Camino Real regional mall and other commercial centers. The service industry employment areas are distributed throughout the City.

According to the 1990 Housing Element, employment in 1988 was similar in proportion to the current data, with manufacturing, services and retail trade comprising the majority of employment opportunities in the City. At that time, manufacturing made up just over 20 percent of the workforce, with the service industry equaling 26 percent and retail trade totaling 23 percent. Compared with the data shown in Table 9 - "Carlsbad Employment by Industry", below, the percentage of manufacturing jobs has increased by five percent and the retail trade employment base dropped by approximately three percent.

TABLE 9 – CARLSBAD EMPLOYMENT BY INDUSTRY		
<i>Industry</i>	<i>Number of Employees</i>	<i>Percent of Workforce</i>
Agriculture and Mining	983	2.7%
Construction	1,488	4.0%
Manufacturing	9,477	25.7%
Transportation, Communication and Utilities	1,035	2.8%
Wholesale Trade	1,917	5.2%
Retail Trade	7,346	19.9%
Finance, Insurance and Real Estate	2,556	6.9%
Services	9,985	27.2%
Government and Military	2,043	5.6%
Total Workforce	36,830	100%
Source: SANDAG 1990 and 1995 Employment Inventories		

Wage earnings in these employment sectors are important in determining the employment base's impact on housing need. As of January 1999, generation of wages below approximately \$19.50 per hour for a single wage earner in a family of four would qualify as low-income. Listed below are the median wages for selected San Diego County occupations. The wages listed are hourly rates for individuals with 3 years experience with their particular firm. The list is a cross section of technical, office, professional, and maintenance positions. The positions were chosen for their likelihood of existing within Carlsbad and are listed in alphabetical order.

TABLE 10 - MEDIAN HOURLY WAGES - SELECTED SAN DIEGO COUNTY OCCUPATIONS

Occupation	Median Hourly Wage
Administrative Assistant	\$14.00
Billing and Rate Clerk	\$12.00
Biotechnology/Laboratory Assistant	\$11.25
Child Care Worker	\$9.00
Dental Assistant	\$13.75
Electrical and Electronic Assembler	\$10.25
Food Preparation Worker	\$7.00
General Office Clerk	\$9.50
Graphic Artist	\$13.00
Hazardous Waste Materials Handlers	\$13.50
General Utility Maintenance Repairers (union)	\$13.50
Optical Technician	\$9.00
Personnel Clerk	\$8.50
Receptionist and Information Clerk	\$9.00
Retail Store Manager	\$12.00
Travel Agent	\$11.00
Veterinary Technicians	\$10.50
Welders and Cutters	\$12.00
Source: San Diego Economic Bulletin,	

As indicated in the above table, there are many professional, technical and office support positions that do not provide wages necessary to qualify as above moderate or even moderate-income. All of the positions above would qualify as lower-income, even for a family size of one.

B. HOUSEHOLDS

1. HOUSEHOLD COMPOSITION AND SIZE

Along with the characteristics of the population, the characteristics of the households are also vital to determining housing needs. For example, characteristics such as number of persons per household and total household income are important to assess the demand for larger and more affordable housing units. A household is defined as all of the individuals occupying a dwelling unit, whether they are related or not.

As of 1990, the total number of households in Carlsbad was 24,988 with an average of 2.5 persons per household. According to the SANDAG Population and Housing Estimates, dated January 1, 1998, the current number of households has grown to 28,338, with an average of 2.6 persons per household. This slight rise in the persons per household could be related to the relative increase in children and

teenagers, as shown in Table 7 above. The regional average persons- per-household was 2.7 in 1990 and is estimated at 2.8 in 1998.

Tables 11 - "Number of Households by Size - Carlsbad and Region - 1998" and 12 - "Trends in Households - Carlsbad and Region - 1990 - 2005", below, describe the household size by persons per household and the trends in the number of households. Compared to the regional average, Carlsbad has noticeably more two-person households and fewer five- and six- or more person households.

TABLE 11 - NUMBER OF HOUSEHOLDS BY SIZE - CARLSBAD & REGION - 1998						
	Persons per Household					
	One	Two	Three	Four	Five	Six +
Carlsbad	6,517 (23.0%)	11,335 (40.0%)	4,647 (16.4%)	3,571 (12.6%)	1,531 (5.4%)	737 (2.6%)
Region	202,273 (22.8%)	298,317 (33.6%)	150,884 (17.0%)	125,867 (14.2%)	62,948 (7.1%)	47,430 (5.3%)

Source: 1990 Census; SANDAG Population and Housing Estimates, January 1, 1998

TABLE 12 - TRENDS IN HOUSEHOLDS - CARLSBAD & REGION - 1990 TO 2005				
	1990	1998	2005	% Change 1998-2005
Carlsbad	24,988	28,338	35,349	24.7%
Region	887,719	951,818	1,088,688	14.4%

Source: SANDAG 2020 Cities/County Forecast

2. OVERCROWDING

An overcrowded dwelling unit, that is, a dwelling unit with more than one person per room, is undesirable for several reasons. Overcrowding produces stress on the occupant of an overcrowded dwelling unit, reducing the viability of the housing opportunity. Overcrowding a structure also diminishes the overall life of the building through increased wear. The City of Carlsbad has relatively few overcrowded dwelling units, which is indicative of an affluent community with a predominance of owner-occupied units. Table 13 - "Overcrowded Dwelling Units - Carlsbad and Region - 1998", below, compares the overcrowded housing units in Carlsbad with the regional total.

TABLE 13 – OVERCROWDED DWELLING UNITS - CARLSBAD & REGION - 1998

	Occupied Units	Number Overcrowded	Percentage Overcrowded	Number Not Overcrowded
Carlsbad	28,338	1,049	3.7%	27,289
Region	914,697	80,587	8.8%	834,110

Source: 1990 Census data

3. INCOME

As mentioned above, the City of Carlsbad is relatively affluent when compared to the San Diego Region. As shown in Table 14 - "Household Income - Carlsbad and Region - 1998" below, the household income for households in Carlsbad is skewed towards the higher range when compared to the regional totals. The median household income for Carlsbad lies in the lower end of the \$50,000 - \$74,999 range, whereas the regional median household income lies in the \$35,000 - \$49,999 range.

TABLE 14 - HOUSEHOLD INCOME - CARLSBAD & REGION - 1998

	< \$10,000	\$10,000 - 14,999	\$15,000 - 24,999	\$25,000 - 34,999	\$35,000 - 49,999	\$50,000 - 74,999	\$75,000 - 99,999	> \$99,999
Carlsbad	1,303 (4.6%)	1,077 (3.8%)	2,777 (9.8%)	3,032 (10.7%)	5,327 (18.8%)	7,028 (24.8%)	3,798 (13.4%)	3,996 (14.1%)
Region	71,377 (7.6%)	56,052 (5.9%)	131,750 (14.0%)	135,936 (14.4%)	178,804 (18.9%)	192,938 (20.5%)	87,987 (9.3%)	89,060 (9.4%)

Source: SANDAG Population and Housing Estimates, January 1, 1998

4. SPECIAL NEEDS

There are particular segments of the population that, because of special needs or circumstances, have more difficulty finding affordable and decent housing opportunities. These segments include the elderly, persons with disabilities, large households, female-headed households, homeless, farm workers, military and students. Many of these groups are in the lower-income range. Where possible, these groups have been quantified. In some cases, where differing methodologies have been used to estimate these population groups, figures may vary.

a. ELDERLY

The number of elderly householders (i.e., householders age 65 and older) in Carlsbad in 1990 was 5,255, or 21 percent of the total number of householders. According to the Preliminary 2020 Regionwide Forecast, prepared by SANDAG in October 1997, the elderly population in the San Diego Region should increase by approximately 18 percent by the year 2000. This growth rate calculates to a total number of elderly householders in Carlsbad of approximately 6,200.

Many elderly suffer from physical debilitations. Therefore, elderly often require housing equipped with special amenities suited to diminished physical activities, medical

alert needs, and safety. The City has experienced a development boom in senior housing during the last housing cycle in response to Carlsbad's popularity as a retirement community. The new Brighton Gardens (160 beds) and the newly refurbished Carlsbad-by-the-Sea (193 beds) provide assisted living, nursing and special care. In addition to these accommodations, the Carlsbad Senior Center operates a roommate solicitation board for posting of senior housing vacancies and has a current list of all senior apartment complexes and mobile home parks in the area.

The income characteristics of the elderly are, on the average, in the lower economic ranges. Many of the elderly are on fixed incomes from Social Security benefits and/or pensions. Since the elderly population is increasing in Carlsbad, additional housing units, mostly affordable to lower incomes, will be needed to accommodate need.

b. PERSONS WITH DISABILITIES

Detailed statistics on the amount and types of disabilities occurring in the Carlsbad population are not generally available. While the U.S. Census tabulates disability status of the population, the data does not separate persons with physical disabilities, which may require modified housing, from other disabilities (such as mental illness, etc.). According to the 1990 Census, detailed below, there were 114,519 working age individuals in the San Diego Region's population in 1990. Working age is defined as ages 16 to 64.

TABLE 15 - WORK DISABILITY STATUS BY AGE - SAN DIEGO REGION				
Status	Number of Age 16 - 64	Percentage of Age 16-64	Number of Age > 64	Percentage of Age > 64
In Labor Force:				
<i>Employed</i>	42,213	3%	3,891	1%
<i>Unemployed</i>	6,850	<1%	437	<1%
Not in Labor Force:				
<i>Prevented from working</i>	53,909	3%	63,913	24%
<i>Not prevented from working</i>	11,547	1%	10,257	4%
No Work Disability	1,436,471	93%	183,201	70%
Source: 1990 Census				

While the City does not have a significant amount of persons with disabilities, this Housing Element update is adding a program to specifically address disabled access. The program ties all new multifamily residential construction to the State Accessibility requirements as contained in Title 24 of the State Building Code. Since most of the persons with disabilities are elderly, many of them are served through their respective assisted care provider. Adding the above-referenced program, however, will strengthen the provision of disabled access for other age groups.

c. LARGE HOUSEHOLDS

A household that serves as a primary residence for five or more persons is considered as a large household. Large households influence many community issues,

most notably housing and public facilities. Large households are typified by large numbers of children or teenagers, which can stretch resources at schools and parks. Large households usually must pay a larger proportion of their monthly income than smaller households in order to live in a larger unit. As shown in Table 11 - "Number of Households by Size - Carlsbad and Region - 1998" above, the number of large households in Carlsbad was 2,268, representing eight (8) percent of the total households.

d. SINGLE-PARENT HOUSEHOLDS

As with larger households, single-parent households also tend to pay a larger proportion of their monthly income for housing, thereby deserving special consideration. They also earn special consideration because single-parent households tend to have lower incomes and still must pay for other services, such as daycare, health care and related facilities. Table 16 - "Single-parent Households - Number and Percentage of Total Households - Carlsbad & Region - 1998" below shows the number of single-parent households and the proportion of those that are living below the poverty level. In 1998, the 1,841 single-parent households represented 6.7 percent of the total number of households in Carlsbad. 73 percent of those single-parent householders were female (1,346) and over 21 percent of those lived under the poverty level (302). These proportions are below the regional average.

TABLE 16 - SINGLE-PARENT HOUSEHOLDS - NUMBER AND PERCENTAGE OF TOTAL HOUSEHOLDS - CARLSBAD & REGION - 1998

	Single parent households		Female householder with children		Female householder with children below poverty	
	Total	%	Total	%	Total	%
Carlsbad	1,898	6.7%	1,388	4.9%	311	1.1%
Region	88,519	9.3%	68,531	7.2%	21,892	2.3%

Source: Extrapolation of 1990 Census data

e. HOMELESS

Homelessness is defined by the U.S. Department of Housing and Urban Development as an individual or family who lacks a fixed, regular, and adequate nighttime residence and who has a primary nighttime residence that is:

- ♦ A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill); or
- ♦ An institution that provides a temporary residence for individuals intended to be institutionalized; or
- ♦ A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

There are currently at least 15,000 homeless individuals in San Diego Region, according to the "Annual Update on Homelessness throughout San Diego County and

its 18 Cities" by the Regional Task Force on the Homeless, dated May 1998. These homeless individuals can be urban homeless or farm workers and day laborers. While the former group typically inhabits the urban landscape, the latter spend their nights in the undeveloped natural areas near the sources of labor.

According to the Regional Task Force's 1998 annual update, Carlsbad is home to an estimated 25 urban homeless and 700 rural farm workers and day laborers. This estimates in previous years ranged from 500 to 1,000 and the Task Force believes the population of homeless in Carlsbad has decreased in recent years.

Of those approximately 725 homeless individuals, 611 received aide. Listed below are the various assistance shelters and programs available in Carlsbad and the surrounding areas, according to the City of Carlsbad Housing and Redevelopment Division.

TABLE 17 - NORTH COUNTY EMERGENCY SHELTERS					
Name	Agency	Target Population	Special Needs	Location	# of Beds
Good Samaritan Shelter	Brother Benno's Foundation	Adult men	Employment-related	Oceanside	30
House of Martha and Mary	Brother Benno's Foundation	Women, women with children	Homeless	Oceanside	6
Libre!	Community Resource Center	Women, women with children	Domestic violence	Encinitas	11
North County Detox	M.I.T.E.	Adults	Substance abuse	Oceanside	-
Turning Point Crisis Center	Community Research Fund	Adults	Severely mentally ill	Oceanside	-
Women's Resource Center	Women's Resource Center	Women, women with children	Domestic violence	Oceanside	26

TABLE 18 - NORTH COUNTY TRANSITIONAL SHELTERS

Name	Agency	Target Population	Special Needs	Location	Beds/ Apts
Brother Benno's Recovery	Brother Benno's Foundation	Adult men	Homeless	Oceanside	-
Casa Raphael	Alpha Project for the Homeless	Adult men	Homeless	Vista	-
Centro	Community Housing of N.C.	Families	Homeless	Vista	-
Family Recovery Center	E.Y.E.	Women with children	Substance abuse	Oceanside	90
Hogar II	Community Housing of N.C.	Families	Farm and/or day laborers	Carlsbad/ Oceanside/ Vista	-
House of James and John	Brother Benno's Foundation	Adult men	Homeless	Oceanside	-
La Posada de Guadalupe	Catholic Charities	Adult men	Homeless	Carlsbad	50
Oz North Coast	Y.M.C.A.	Homeless youth	Homeless	Oceanside	-
Transition House	Women's Resource Center	Families	Homeless	Oceanside	17
Transitional House	E.Y.E.	Families	Homeless	Oceanside	25
Transitional Housing Program	Community Resource Center	Families	Homeless	Encinitas	12
Tremont Street	Community Housing of N.C.	Homeless	HIV/AIDS needs	Oceanside	-

TABLE 19 - NORTH COUNTY DAY SHELTERS

Name	Agency	Target Population	Special Needs	Location
Brother Benno's Center	Brother Benno's Foundation	General	Homeless	Oceanside
N.C. Regional Recovery Center	M.I.T.E.	General	SMI and substance abuse	Oceanside
N.C. Safe Havens Project	Episcopal Comm. Services	Adults	SMI and subs. abuse	Oceanside
Options - Day Treatment	E.Y.E.	Families	Substance abuse	Oceanside

TABLE 20 - NORTH COUNTY CASE MANAGEMENT SERVICES

Name	Agency	Target Population	Special Needs	Location
Case Management Agency	North Coastal Service Center	General	Homeless	Oceanside
Infoline	United Way	General	Homeless	North County
Lifeline	Lifeline Community Services	General	Homeless	Vista
Oceanside Family Services	Salvation Army	General	Homeless	Oceanside
Social Services	Community Resource Center	General	Homeless	Carlsbad/Encinitas

The City provides financial assistance to a number of these shelters and programs, namely the Community Resource Center, Brother Benno's Foundation, Women's Resource Center, Casa de Amparo, Catholic Charities and Fraternity House. The City has also provided, and will continue to provide, assistance to homeless shelter providers in the areas of site location, site acquisition and permit processing. In addition to the programs, the City participates in the sub-regional hotel voucher program as well as taking part in sub-regional and regional planning efforts to address homelessness.

f. FARM WORKERS

Carlsbad and its immediate neighbors to the north and south are home to approximately 4,270 agricultural workers, who represent over 38 percent of the total regional agricultural workforce. Many of these workers are transitory, moving up and down the state with the various planting and harvesting cycles. According to the Regional Task Force on the Homeless, Carlsbad is home to an estimated 700 homeless farm workers.

Many of the immigrant workers support families in their native countries with wages earned for day labor in this country. Unfortunately, according to a survey reported at a October 29, 1998 Joint Workshop between the SANDAG Housing Element Advisory Committee and the Regional Task Force on the Homeless, most of these laborers voluntarily send home too much money to afford adequate housing at or near their place of work. This aspect of homelessness is difficult to address, since it requires educating the general public as to the minimum level of housing needed by all members of society in order to maintain public health, safety, and welfare.

Another issue facing farm worker housing is the relatively short-term future of agricultural activities in Carlsbad. Most of the agriculture in Carlsbad is designated for urban development in the City's General Plan. Even agricultural areas in the Coastal Zone can be developed, rather than preserved, through the payment of an impact fee.

The future of agriculture in Carlsbad faces serious challenges. According to a study conducted by the City of Carlsbad Planning Department, entitled "Agriculture in Carlsbad - Today and Implications for the Future" and dated March, 1992, a number a

factors are decreasing the economic viability of local agriculture. The factors include conflicts between farm and parcel sizes, water availability and cost, encroaching urbanization, increased labor costs, heightened regulatory environment, and competition from outside the local area. Due to these factors, it is anticipated that virtually all of the agricultural land within Carlsbad will be developed with other uses within the next 10 to 15 years. Consequently, agriculture is considered an interim use.

This relatively short life for agriculture increases the difficulty in amortizing the financing required for farm worker housing. In order to encourage development of farm worker housing, the financing package must be desirable. One of the common methods for financing an affordable housing project is to amortize the cost over a long period of time, such as 30 years. This amortization is not as available for farm worker housing in Carlsbad.

g. MILITARY

Carlsbad's proximity to the U.S. Marine Corps Camp Pendleton creates a need for housing of military personnel within the City. This demand has two components: active military personnel seeking housing near the base, and retired military remaining near the base after serving. The pay scales for most enlisted military individuals are in the lower-income range, therefore the provision of affordable housing helps meet the military need. While Carlsbad does not contain any official military housing, USMC Camp Pendleton identifies the City as one of the surrounding communities within a five-mile radius of the base that should provide private affordable housing opportunities for all military ranks. According to the Department of Defense, Demographic Research Unit, the on-base household population on Camp Pendleton is 21,342. With a vacancy rate of only eight (8.0) percent, the average persons per household is 3.79.

h. STUDENTS

Students are another special housing need group, because their wages and housing opportunities usually fall in the lower-income range. This need is most pronounced near colleges and universities. Within approximately one mile of the City boundary are three such establishments: California State University at San Marcos, Palomar College and MiraCosta College. According to the 1990 Census, Carlsbad was home to 5,318 college-age students, which represented 8.4 percent of the City population. Regionwide, approximately 10 percent of residents were enrolled in college in 1990.

C. EXISTING HOUSING STOCK

1. HOUSING UNIT TYPE

The type of housing units available for habitation is an important indicator of housing supply in that certain income groups are more likely to find housing in certain housing unit types. For example, on the average, single family housing costs more than multifamily housing.

TABLE 21 - TYPE OF HOUSING UNITS - CARLSBAD - 1990 - 1998

	Single-family		Multifamily		Mobile	Totals
	Attached	Detached	2 - 4 units	5+ units	Homes	
1990	2,112	12,436	2,579	6,913	948	24,988
1998	2,189	14,883	2,900	7,418	948	28,338
Change	+3.6%	+19.7%	+12.4%	+7.3%	0%	+13.6%

As shown in the above table, the highest growing proportion of housing in Carlsbad was the single-family detached category. Next highest were the small multifamily developments containing two to four units. There were no new mobile homes constructed in the 1990-1999 housing cycle.

2. TENURE

The tenure of a structure, or whether the unit is owner-occupied or a rental unit, is important to fully evaluating the housing need. Low amounts of rental stock can push housing costs higher, lessening the lower-income and moderate-income housing opportunities. The trends in tenure are shown below, with a comparison of the proportions of rental housing in Carlsbad and the San Diego Region for 1990.

TABLE 22 - HOUSING TENURE TRENDS - CARLSBAD AND REGION - 1980 - 1998

	Owner	Renter	Total
Carlsbad (1980)	8,680 (63.9%)	4,915 (36.1%)	13,595 (100%)
Carlsbad (1990)	15,543 (62.2%)	9,445 (37.8%)	24,988 (100%)
Carlsbad (1998)	17,626 (62.2%)	10,712 (37.8%)	28,338 (100%)
Region (1990)	477,579 (53.8%)	409,824 (46.2%)	887,403 (100%)
Sources: 1980 Census; 1990 Census; Extrapolation of 1990 Census data			

There have been recent efforts in the building industry to alleviate obstacles to providing rental properties, which has been evidenced in several new local apartment proposals in 1998.

It is also helpful to analyze the tenure of persons with special needs. These data can assist in more accurately determining the housing needs of the entire community. Tables 23 through 26 below describe the percentages of ownership and rental for the elderly, large households, overcrowded households, and households overpaying for housing for Carlsbad and the San Diego region.

TABLE 23 - TENURE OF ELDERLY HOUSEHOLDS - CARLSBAD & REGION - 1998			
	Number of Households	Owner-occupied	Rental
Carlsbad	5,134	3,956 (77.1%)	1,178 (22.9%)
Region	951,818	697,682 (73.3%)	253,183 (26.6%)
Source: SANDAG Regional Housing Needs Statement			

TABLE 24 - TENURE OF LARGE HOUSEHOLDS - CARLSBAD & REGION - 1998			
	Number of Households	Owner-occupied	Rental
Carlsbad	2,268	1,354 (59.7%)	912 (40.2%)
Region	951,818	259,846 (27.3%)	691,019 (72.6%)
Source: SANDAG Regional Housing Needs Statement			

TABLE 25 - TENURE OF OVERCROWDED HOUSEHOLDS - CARLSBAD & REGION - 1998			
	Number of Households	Owner-occupied	Rental
Carlsbad	1,049	190 (18.1%)	859 (81.9%)
Region	951,818	259,846 (27.3%)	691,019 (72.6%)
Source: SANDAG Regional Housing Needs Statement			

TABLE 26 - TENURE OF OVERPAYING HOUSEHOLDS - CARLSBAD & REGION - 1998			
	Number of Households	Owner-occupied	Rental
Carlsbad	Data not available	Data not available	Data not available
Region	951,818	Data not available	Data not available
Source: SANDAG Regional Housing Needs Statement			

As shown in Table 23 - "Tenure of Elderly Households - Carlsbad & Region - 1998", the percentages of owner-occupied and rental households in Carlsbad are similar to those in the region. The proportions, however, indicate a need for additional rental housing for the elderly. Table 24 - "Tenure of Large Households - Carlsbad & Region - 1998" indicates that large households, those households with five or more persons, are balanced between rental and ownership. With regard to the tenure of overcrowded households, as shown in Table 25 - "Tenure of Overcrowded Households - Carlsbad & Region - 1998", the large majority of overcrowded households in both Carlsbad and the region are rental units. When a household must pay more than 30 percent of their total household income for housing costs, they are considered an overpaying household. The State Department of Housing Community Development requested a table indicating the proportion of rental and owner-occupied households that overpay for housing, however this data has not been provided by the State. Table 26 - "Tenure of Overpaying

Households - Carlsbad & Region - 1998" is included and will be completed upon receipt of the data.

3. VACANCY

Vacancy rates are an important housing indicator. If rates are too low, this is an indication of short housing supply and, potentially, increasing housing costs. If vacancy rates are too high, then supply is overreaching demand and individual property owners may be negatively impacted when trying to sell or rent. Healthy vacancy rates are seen as two to three percent for single-family and five to six percent for multifamily housing. The local trends in vacancy rates, along with a 1990 comparison between Carlsbad and the San Diego Region, are contained below.

TABLE 27 - VACANCY RATE TRENDS - CARLSBAD AND REGION - 1990 - 1998			
	Total Units	Total Vacant Units	Percent Vacant
Carlsbad (1990)	24,988	2,049	8.2%
Region (1990)	946,240	58,837	6.2%
Carlsbad (1998)	28,707	369	1.3%
Region (1998)	951,818	37,121	3.9%
Sources: 1990 Census; San Diego County Apartment Association, "Spring 1998 Vacancy Survey"			

4. AGE AND CONDITION

The age of a dwelling is important to the evaluation of adequate supply for several reasons. The U.S. Department of Housing and Urban Development may consider a unit to be substandard if it was constructed prior to 1940 and has an value of less than \$35,000. Also, the availability of state and federal funding for housing is partly tied to the age of housing. Table 28 - "Year Housing Built - Carlsbad & Region - 1998" below show the years in which the existing housing stock in Carlsbad and the San Diego Region was constructed, both in total number and percentage of total. Some notable statistics are the low number of housing units built before 1950 (only 2.8% of housing stock) and the predominance of housing built in the 1980's (44.9% of the housing stock). The large addition of housing units in the 1970's is also a reflection of the annexation of developing County lands, such as La Costa. The older units within the City are typically more affordable, therefore preservation of these units assists in the provision of housing for lower-income households.

TABLE 28 - YEAR HOUSING BUILT - CARLSBAD & REGION - 1998

	<1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1997
Carlsbad	340 (1.2%)	453 (1.6%)	1,417 (5.0%)	2,550 (9.0%)	8,303 (29.3%)	12,725 (44.9%)	2,550 (9.0%)
Region	52,271 (5.2%)	56,388 (5.6%)	135,063 (13.4%)	156,354 (15.5%)	266,889 (26.5%)	279,275 (27.8%)	60,503 (6.0%)

Sources: 1990 Census; SANDAG Population and Housing Estimates, January 1, 1997

5. COST OF HOUSING

The cost of housing seemingly follows cycles approximately five-year long. According to the "SANDAG Evaluating Economic Prosperity in the San Diego Region, 1998 Update", the regional median housing cost between 1980 and 1985 decreased by approximately 17 percent. The housing market then rebounded, with an almost 40 percent rise in the median housing cost between 1985 and 1990. During the recession in the early 1990's, the cost of both ownership and rental housing steadily dropped, decreasing by over 22 percent by 1995. The late 1990's has seen an increase in housing costs, with a dramatic increase in 1998. Based upon the San Diego Union Tribune Home Resales website, the median cost of a resale home in Carlsbad was \$240,000 in 1997. Based upon sales figures in July 1999, the median cost of the 117 single-family homes sold in Carlsbad rose to \$324,000. The condominium market has experienced similar fluctuations and recent growth, with the median cost reaching over \$155,000 in 1998.

While these numbers may seem high on a nation-wide or even state-wide comparison, the San Diego region is one of most expensive areas in the nation to live. Table - "Housing Costs Indexes - Selected Metro Areas" shows the housing costs for San Diego and similar metropolitan areas, as defined by size, population growth rate, proximity to San Diego, location, military presence, high-tech employment, hotel/motel employment, and migration. The housing cost index is calculated based upon the United State Average of 100. Metropolitan areas are then indexed relative to the following national average figures: annual mortgage payment = \$12,601; annual utilities payment = \$4,262; and average property tax payment = \$1,510. The total annual housing costs equals the sum of these three annual payments.

TABLE 29 - HOUSING COST INDEXES - SELECTED METRO AREAS

Metro Area	Mortgage	Utilities	Property Tax	Total Costs	Rank
San Jose, CA	263	103	145	511	1
Orange County, CA	222	92	115	429	2
San Diego, CA	187	119	116	422	3
Seattle, WA	180	74	140	394	4
Miami, FL	127	80	163	370	5
Portland, OR	157	79	124	360	6
Ft. Lauderdale, FL	117	80	144	341	7

TABLE 29 - HOUSING COST INDEXES – SELECTED METRO AREAS

Metro Area	Mortgage	Utilities	Property Tax	Total Costs	Rank
Dallas, TX	100	86	140	326	8
Source: SANDAG Evaluating Economic Prosperity in the San Diego Region, 1998 Update					

When these housing costs are compared to the annual incomes, the San Diego region requires one of the highest percentages of annual income to pay for housing. According to the U.S. Housing Markets, Special Report, dated September 1997, San Diego homeowners, on the average, paid 24.9 percent of their 1996 income for housing. When compared to 31 similar cities, this percentage ranked as the 26th highest proportion of income needed for housing.

With regard to rental housing, the local situation is comparable. According to surveys conducted by the San Diego Apartment Association, Carlsbad possessed some of the most expensive average monthly rents in the San Diego region. When these rents are adjusted based upon the square footage of the units, Carlsbad's position drops towards the regional average. One statistic worth noting is that the rent per square foot for 3 bedrooms units in Carlsbad is far above the regional average and is actually one of the highest in the region. Since large-family households are one of the groups identified with special housing needs, this statistic indicates the need for more affordable three-bedroom rental units. Table 30 - "Average Rents per Square Foot - San Diego Region" below, shows the average monthly rents and average rents per square foot for the some of the most expensive areas in San Diego, as well as the regional average.

TABLE 30 - AVERAGE RENTS PER SQUARE FOOT - SAN DIEGO REGION

Community	Number of bedrooms	Spring 1998 Average Rent	Average Rent per Square Foot
Carlsbad	Studio	\$480	\$1.07
	1 bedroom	\$618	\$0.98
	2 bedroom	\$781	\$0.90
	3 bedroom	\$2,500	\$1.02
Central San Diego	Studio	\$424	\$1.26
	1 bedroom	\$561	\$0.91
	2 bedroom	\$774	\$0.90
	3 bedroom	\$1,235	\$0.93
Coronado	Studio	\$595	\$1.49
	1 bedroom	\$826	\$1.19
	2 bedroom	\$779	\$1.28
	3 bedroom	\$1,300	\$1.25

Pacific Beach	Studio	\$521	\$1.36
	1 bedroom	\$633	\$1.01
	2 bedroom	\$863	\$0.98
	3 bedroom	\$1,214	\$0.96
Sorrento Valley	Studio	\$630	\$1.31
	1 bedroom	\$615	\$1.04
	2 bedroom	\$732	\$0.79
	3 bedroom	\$1,550	\$1.22
University City	Studio	\$755	\$1.80
	1 bedroom	\$1,033	\$1.25
	2 bedroom	\$1,247	\$1.12
	3 bedroom	\$1,593	\$1.24
Western Rancho Bernardo	1 bedroom	\$796	\$1.12
	2 bedroom	\$956	\$0.98
	3 bedroom	\$1,265	\$1.02
City of San Diego	Studio	\$445	\$1.14
	1 bedroom	\$534	\$0.89
	2 bedroom	\$706	\$0.81
	3 bedroom	\$950	\$0.77
San Diego County Overall	Studio	\$448	\$1.09
	1 bedroom	\$543	\$0.86
	2 bedroom	\$685	\$0.77
	3 bedroom	\$916	\$0.74
Source: San Diego Apartment Association 1998 Average Rental Rates by City/Area of San Diego			

6. AT-RISK UNITS

Part of the evaluation of existing affordable housing stock involves the assessment of the long-term viability of such housing stock. Some developments that are made available to lower-income households are funded by grants or loans for a limited period of time. If this funding is not renewed, the affordability of the development to lower-income households could be in jeopardy. These units are referred to as "at-risk" units. Section 65583(a)(8) of the California Government Code requires jurisdictions to identify all "at-risk" units that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use.

There are two residential projects within Carlsbad that qualify as "at-risk" units, namely the Seascape Apartments and the Santa Fe trails Apartments (A.K.A. Park La Costa). Both of these projects were financed with tax-exempt bonds issued by the City in 1985. Should the owner(s) choose to pay-off these bonds prior to their maturity date in 2029, the affordability restrictions would be lifted. In no case, however, can the restrictions be lifted prior to 2008.

7. COASTAL ZONE HOUSING

All jurisdictions that contain residential areas within the Coastal Zone are required to assess the demolition and replacement of housing units within the Coastal Zone as well as the construction of affordable units within three miles of the Coastal Zone. This requirement actually stems from the goals of the California Coastal Act of 1976, and is codified in Government Code Section 65588(d). According to Section 65590(b) of the Government Code, coastal zone demolitions that meet the certain criteria are not required to be replaced. One of these criteria is the demolition of a residential structure containing less than three dwelling units or the demolition of multiple residential structures containing 10 or fewer total dwelling units. All of the 16 demolitions in Carlsbad's Coastal Zone during the 1990 to 1998 period were single family dwellings, therefore they require no replacement.

Despite the lack of requirements for replacement of Coastal Zone affordable units, the City's Inclusionary Housing program has caused many affordable units to be constructed in the Coastal Zone or within three miles of the Coastal Zone. Some of the new units constructed in the Coastal Zone may qualify as affordable to lower-income households due to rental rates or sales prices. However, because they do not possess any tenant/owner earnings qualifications program or any rental/ownership price restrictions, these affordable units are not recognized. Detailed below is a tabulation of the housing unit constructions and demolitions in the Coastal Zone from January 1990 to December 1998. Of the 2,338 housing units added to the Coastal Zone, 344 (or 14 percent) were affordable to lower-income households.

TABLE 31 – COASTAL ZONE DEVELOPMENT 1991 - 1998						
Single-family		Multifamily		Mobile Homes	Demolitions	Affordable Units
attached	detached	2-4 units	5+ units			
1,775	59	160	544	0	16	344
Abbreviations: SFD = Single-family detached; SFA = Single-family attached; MF = Multifamily						
Source: City of Carlsbad PERMITS Plus System, 1998						

D. FUTURE HOUSING STOCK

In addition to the existing housing stock described above, there are large areas of vacant or underdeveloped residentially designated land within the City. There are also non-residentially designated areas that could support some form of housing. These areas, taken together, allow some estimation of the future potential housing stock in the City.

1. VACANT RESIDENTIAL LAND

Besides the existing housing supply, another source of housing is the future housing potential expressed in vacant, residentially-designated land within the City. There are certain areas that the City considers undevelopable and, therefore, are not counted towards residential density calculations. These undevelopable lands are listed in Section 21.53.230 of the Carlsbad Municipal Code, and include: beaches, permanent bodies of water, floodways, natural slopes with inclinations over 40 percent, significant wetlands, significant riparian or woodland habitats, major power transmission line easements, railroad track beds and lands which contain other significant environmental features as determined by project-related environmental review. Natural slopes with an inclination between 25 and 40 percent are granted only half credit when calculating developable acreage for residential density.

As part of the City's Growth Management Plan, the total amount of developable residentially-designated property was calculated for the entire City. The current total is 5,435 acres. The breakdown of this total acreage by General Plan land use designation is shown in Table 32 – "Total Vacant Residential Lands by General Plan Designation - 1998" below. The Growth Control Point for each density range is noted in parenthesis. For more information on the City's Growth Management Program and the Growth Control Point, please refer to Section II.A.1.c. All densities are expressed in dwelling units per developable acre.

TABLE 32 - TOTAL VACANT DEVELOPABLE RESIDENTIAL LANDS BY GENERAL PLAN DESIGNATION - 1998		
General Plan Designation	Allowed Density Range	Total Acreage
RL – Residential Low	0.0 - 1.5 du/ac (1.0 du/ac)	764
RLM – Residential Low Medium	0.0 - 4.0 du/ac (3.2 du/ac)	3,195
RM – Residential Medium	4.0 - 8.0 du/ac (6.0 du/ac)	1,252
RMH – Residential Medium High	8.0 - 15 du/ac (11.5 du/ac)	172
RH – Residential High	15 - 23 du/ac (19 du/ac)	52
Total Vacant Residential Acreage		5,435

Given the amount of developable vacant land and the land use designations of that land, the total number of potential dwelling units within the vacant lands of Carlsbad ranges from 19,066 to 24,694 dwelling units. As discussed further in following sections, this number can be augmented through development of underutilized areas, non-residential zones and implementation of Carlsbad's Density Bonus Ordinance.

2. UNDERUTILIZED AREAS

An underutilized residential area can be defined as an area that was developed with a lower residential density than could be accommodated with the existing public facilities, infrastructure, and allowable density maximums. Since Carlsbad has developed as a relatively affluent single-family community, there are many areas that have been developed at a lower density to accommodate the large units and lots demanded by the upper end of the housing market.

Long-term residency and continuation of older single-family dwellings as rental properties also contribute to the underutilization of residential property. The northern beach area and the Barrio area are prime examples of this predominance of single-family dwellings in multifamily zones. In these older areas of the City, there are many multifamily properties that are either owned by a family trust or by an absentee owner with no immediate development plans. These properties typically contain only one single-family dwelling, whereas their maximum yield could range from two to four dwellings.

3. NON-RESIDENTIAL ZONES

There are several non-residential zones within the City that allow for some form of housing development. These zones, namely the Neighborhood Commercial (C-1), General Commercial (C-2), Heavy Commercial Limited Industrial (C-M), Industrial (M) and Planned Industrial (P-M), all allow single-family housing through approval of a Conditional Use Permit. The most notable areas for future residential development potential lie in the C-1, C-2 and P-M zones. In addition to single-family development, all three of these zones allow for multifamily development in conjunction with commercial or industrial development in a mixed-use setting. Given the regionally popular concepts of transit-oriented development, these zones could represent a fair amount of additional residential dwelling units in the future.

4. SUMMARY OF RESIDENTIAL DEVELOPMENT POTENTIAL

Provided that the economy does not repeat the same decline experienced in the early 1990's, the City of Carlsbad should continue to experience growth in housing for all income groups over the next five year housing cycle. Some of the areas shown as vacant developable lands in Table 32 - "Vacant Developable Residential Lands by General Plan Designation - 1998" will not likely experience any residential growth, however. As described in Section II.A.1.c., below, the City of Carlsbad has a growth management program that requires all facility needs and potential financing mechanisms for those needs to be identified prior to development. There are currently three Local Facilities Management Zones (see Section II.A.1.c. and Map C) that have not completed this facility and financing analysis. Therefore, the vacant residentially designated land in these three areas must be subtracted from the total developable lands to assess the total land available for the 1999-2004 housing cycle.

The three areas without adopted facility and financing plans are referred to as Local Facilities Management Zones 10, 17 and 25. The breakdown of the total residential acreage in these three zones according to the current General Plan is contained in Table 33 - "Total Residential Acreage Without Approved Facility Plans - 1998".

TABLE 33 - TOTAL RESIDENTIAL ACREAGE IN ZONES WITHOUT APPROVED FACILITY PLANS - 1998

General Plan Designation	Total Vacant Acreage	Unit Yield at Growth Control Point	Unit Yield at General Plan Maximum
RL - Residential Low	88	88	132
RLM - Residential Low Medium	455	1,456	1,820
RM - Residential Medium	108	648	864
TOTALS	651 acres	2,192 units	2,816 units

As shown in Table 34 - "Total Residential Development Potential on Vacant Lands for the 1999-2004 Housing Cycle - 1998" below, there is more than ample vacant residential land remaining in the City to accommodate the City's regional share goal of 6,214 housing units for the 1999 - 2004 housing cycle and beyond, even after deducting those lands without facility provisions. In addition to these vacant residential lands, there are even more housing opportunities in underutilized areas and non-residential zones.

TABLE 34 - TOTAL RESIDENTIAL DEVELOPMENT POTENTIAL ON VACANT LANDS FOR THE 1999-2004 HOUSING CYCLE - 1998

General Plan Designation	Total Vacant Acreage	Unit Yield at Growth Control Point	Unit Yield at General Plan Maximum
RL - Residential Low	676	676	1,014
RLM - Residential Low Medium	2,740	8,768	10,960
RM - Residential Medium	1,144	6,864	9,152
RMH - Residential Medium High	172	1,978	2,580
RH - Residential High	52	780	988
TOTALS	4,784 acres	19,066 units	24,694 units

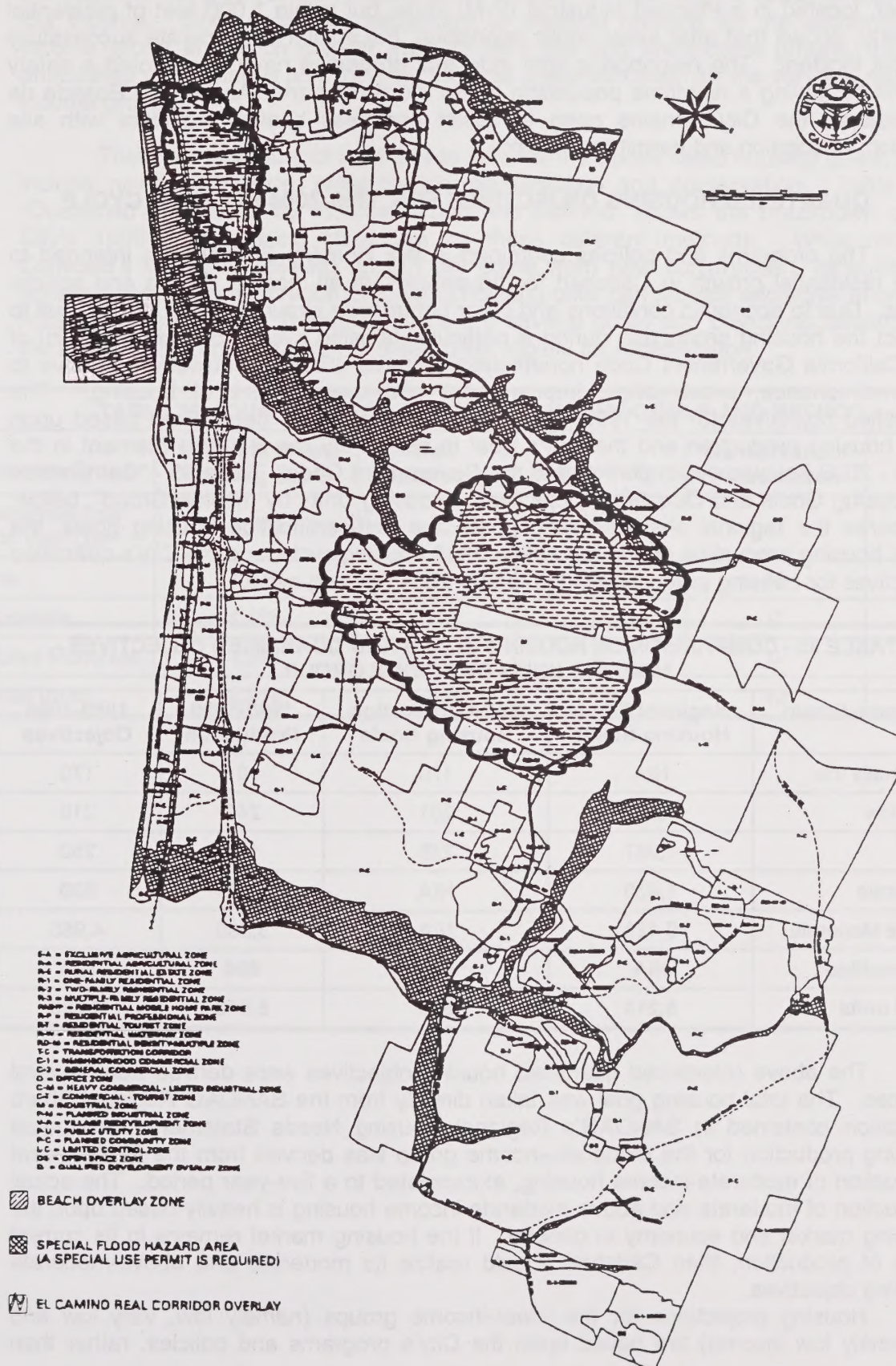
As described in the above needs analysis, the most pressing areas of anticipated need are seniors, lower-income households, farm workers and the homeless. It is likely that market-rate senior housing will continue to be provided in Carlsbad due the City's popularity as a retirement and convalescent community. These market-rate units, combined with the City's ongoing efforts to preserve affordable senior housing, should greatly assist in accommodating the anticipated senior housing needs. The success of the City's Inclusionary Housing Ordinance in providing a wide variety of affordable housing for both rental and ownership has, and will continue to help meet the housing needs of lower-income households and large families.

Since the vast majority of the City's homeless individuals live in the rural areas, the issues of farm worker housing and homeless in Carlsbad are inextricably tied. The City plans on continuing its four-tiered approach to the homeless during the next housing cycle. This approach involves: continued financial assistance to local shelters

and case management services; continued cooperation with providers in site location, acquisition and permitting (as with Catholic Charities and La Posada de Guadalupe); continued participation in the sub-regional programs (such as the hotel voucher program); and furthered discussions with neighboring jurisdictions about regional and/or sub-regional solutions to the shared homeless needs.

With regard to physically and administratively accommodating future homeless shelters, the City's existing zoning designations of Neighborhood Commercial (C-1), General Commercial (C-2) and Planned Industrial (P-M) all would allow homeless emergency and transitional shelters with approval of a Conditional Use Permit. As shown on Map A - "Potential Areas for Emergency and Transitional Housing", most of these zones are located near retail and transportation services and are adequately separated from residential areas to make them politically acceptable to the community.

Map A – POTENTIAL AREAS FOR EMERGENCY AND TRANSITIONAL SHELTERS



The City's experience with the La Posada de Guadalupe de Carlsbad transitional shelter, located in a Planned Industrial (P-M) zone, but within 1,000 feet of residential property, shows that after initial public opposition, the shelter can operate successfully without incident. The neighboring light industrial properties have even noted a safety benefit by having a nighttime population in the industrial park. As with La Posada de Guadalupe, the City remains open to assist homeless shelter providers with site location, acquisition and permit processing.

5. QUANTIFIED HOUSING OBJECTIVES FOR 1999-2004 HOUSING CYCLE

The programs and policies contained in this Housing Element are intended to allow residential growth in Carlsbad for households of all income groups and special needs. Due to economic conditions and other unforeseen circumstances, it is difficult to predict the housing production during a particular housing cycle. Section 65583(b) of the California Government Code nonetheless requires quantified objectives relative to the maintenance, preservation, improvement and development of housing. The quantified objectives for the 1999 - 2004 housing cycle were determined based upon past housing production and the City's goal to self-certify the Housing Element in the 2004 - 2009 housing cycle, pursuant to the Government Code. Table 35 - "Comparison of Housing Goals and Quantified Objectives - Housing Units by Income Group", below, compares the regional share housing goals, the self-certification housing goals, the City's housing production during the 1990 - 1999 housing cycle, and the City's quantified objectives for housing production in the 1999 - 2004 housing cycle.

TABLE 35 - COMPARISON OF HOUSING GOALS AND QUANTIFIED OBJECTIVES - HOUSING UNITS BY INCOME GROUP				
Income Group	Regional Share Housing Needs	Self-Certification Housing Goals	1990-1999 Production	1999-2004 Objectives
Extremely low	N/A	170	0	170
Very low	1,304	201	247	210
Low	1,057	258	195	260
Moderate	1,430	N/A	297	630
Above Moderate	2,423	N/A	3,580	4,955
Unspecified	N/A	N/A	694	N/A
Total units	6,214	629	5,013	6,225

The above referenced quantified housing objectives were derived from several sources. The total housing goal was taken directly from the SANDAG Regional Share Allocation contained in SANDAG's Regional Housing Needs Statement. Anticipated housing production for the moderate-income group was derived from the City's recent production of moderate-income housing, extrapolated to a five-year period. The actual production of moderate and above-moderate income housing is heavily based upon the housing market and economy in general. If the housing market remains in its current state of production, then Carlsbad should realize its moderate and above-moderate housing objectives.

Housing projections for the lower-income groups (namely low, very low and extremely low income) are based upon the City's programs and policies, rather than

being strictly tied to the housing market. Since the City is pursuing self-certification in the fourth housing cycle, the housing goals include the new income group of extremely low income. Since subsidies necessary to produce housing for the extremely low income group are much greater than for very low and low-income groups, the total anticipated production is less than the regional share allocation for the very low and low-income groups.

There are a variety of methods to achieve the above listed housing goals; these include new construction, rehabilitation, conservation and preservation. Table 36 - "Quantified Objectives by Income Group and Method" shows the breakdown of the City's 1999-2004 housing objectives by these different methods. While most of Carlsbad's expected housing growth will come from new construction, rehabilitation, conservation and preservation of existing housing units can provide additional affordable housing opportunities. Therefore, there are several goals and objectives dealing with the identification and utilization of these units eligible for rehabilitation.

TABLE 36 – QUANTIFIED OBJECTIVES BY INCOME GROUP AND METHOD

Income Group	Regional Share Housing Goals	New Construction	Rehabilitation	Conservation/ Preservation	Total Units
Extremely Low and Very Low	1,770	162	218	0	380
Low	1,417	218	0	42	260
Moderate	1,436	630	0	0	630
Above Moderate	1,591	4,955	0	0	4,955
Total units	6,214	5,965	218	42	6,225

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SECTION II

II. HOUSING CONSTRAINTS AND MITIGATING OPPORTUNITIES

Given that Carlsbad is a coastal city with an active citizenry, concerned with growth and quality development, there are numerous governmental and non-governmental constraints to the provision and preservation of housing opportunities, especially for moderate and lower income households. The coastal location imposes physical and regulatory constraints, as well as ensuring relatively high land costs. An active citizenry with concerns about quality development causes stringent development standards and more extensive public participation in permit processing. Detailed below are these constraints to the provision of housing, along with a discussion of potential mitigating opportunities to address these constraints.

A. GOVERNMENTAL CONSTRAINTS AND OPPORTUNITIES

The following potential and actual governmental constraints are imposed by local, state, or federal legislation and have impacts on the ability to maintain, improve and develop housing for all income levels, some most notably for moderate and lower income households. These constraints fall into nine categories: land use controls; open space and habitat preservation; construction codes; code enforcement programs; improvements, exactions and fees; CEQA; Article XXXIV; and City staffing levels. At the end of each constraint section is a discussion of the mitigating opportunities available through various programs and policies.

1. LAND USE CONTROL CONSTRAINTS

There are a variety of constraints to the provision of housing that are imposed, or potentially imposed, by the local land use controls. These controls include General Plan policies, zoning designations (and the resulting use restrictions, development standards, and permit processing requirements), overlay zones, development fees, and the local Growth Management Program.

a. General Plan Policies

The distribution of residential land use designations within the city, as shown in the General Plan Land Use Element, are based upon several geographical constraints. These constraints are: McClellan/Palomar Airport, San Diego Gas & Electric power plant, Encina wastewater treatment plant, regional commercial areas along Interstate 5 and Highway 78, the old downtown village area and its single family hinterland, open space preserves, state or federally-regulated open space, beaches, lagoons, and the city's overall mesa/canyon topography. The airport, power plant and wastewater treatment plant preclude residential development in close proximity due to potential public health, safety and welfare impacts. The natural constraints of open space preserves, beaches, lagoons, and hillside topography also limit the extent and density of residential uses.

The allowable density for a residentially designated property is determined by the General Plan land use designation. Listed below are the residential General Plan designations and their corresponding density ranges, expressed in dwelling units per

developable acre (or du/ac). As expounded in the following section, the Growth Control Point represents the residential density cap invoked by Carlsbad's Growth Management Program. Certain findings regarding the provision of adequate facilities and the density of neighboring developments must be made to exceed the Growth Control Point density cap.

TABLE 37 - GENERAL PLAN RESIDENTIAL DENSITY RANGES

Designation	Allowed Density	Growth Control Point
RL - Residential Low Density	0.0 - 1.5 du/ac	1.0 du/ac
RLM - Residential Low Medium Density	0.0 - 4.0 du/ac	3.2 du/ac
RM - Residential Medium Density	4.0 - 8.0 du/ac	6.0 du/ac
RMH - Residential Medium High Density	8.0 - 15.0 du/ac	11.5 du/ac
RH - Residential High Density	15.0 - 23.0 du/ac	19.0 du/ac

Other programs in the City's General Plan could have potentially constraining affects on the provision of housing for all income ranges. These policies include: the provision of roadways and other public facilities, mitigation of potentially harmful noise impacts, open space preservation, and the avoidance of areas subject to severe hazards. While these potential constraints are derived from General Plan policies, they have manifested themselves as zoning designations, ordinances and/or policy statements and are addressed in more detail below.

b. Zoning Designations and Areas of Special Interest

The type of residential zoning designation can also influence the potential constraints to providing housing opportunities. The underlying zoning designation controls both the use and the development standards. There are currently 13 different zones that allow residential development by right within Carlsbad. Another five zones conditionally allow residential development. Tables 38 - "Zones Allowing Residential Development by Right" and 39 - "Zones Conditionally Allowing Residential Uses", below, detail the allowed or conditional uses and development standards for each of these zones, as well as referencing the chapter of the Zoning Ordinance containing the applicable zoning regulations. A complete summary of development standards for all zones within Carlsbad is attached in Appendix E - Summary of Zoning Regulations.

TABLE 38 - ZONES ALLOWING RESIDENTIAL DEVELOPMENT BY RIGHT

Zone/Applicable Ordinance	Allowed Residential Uses	Minimum Lot Area	Lot Coverage	Building Height
E-A – Exclusive Agriculture (21.07)	Single-family units only if accessory to agriculture.	10 acres	40% maximum	30 – 35 feet max.
R-A – Residential Agriculture (21.08)	Single-family units and second dwelling units.	7,500 sq. ft.	40% maximum	30 – 35 feet max.
R-E - Rural Res. Estate (21.09)	Single-family units and second dwelling units.	1 acre	20% maximum	35 feet maximum
R-1 - One-family Residential (21.10)	Single-family units and second dwelling units.	7,500 sq. ft.	40% maximum	30 - 35 feet max.

TABLE 38 - ZONES ALLOWING RESIDENTIAL DEVELOPMENT BY RIGHT

Zone/Applicable Ordinance	Allowed Residential Uses	Minimum Lot Area	Lot Coverage	Building Height
R-2 - Two-family Residential (21.12)	Single-family units, two-family units, second dwelling units.	7,500 sq. ft.	40% maximum	30 - 35 feet max.
R-3 - Multiple-family Residential (21.16)	Single-family, two-family, and multifamily units; senior housing, second dwelling units.	7,500 sq. ft.	60% maximum	35 feet maximum
RD-M - Residential Density-Multiple (21.24)	Single-family, two-family, and multifamily units; senior housing, second dwelling units.	7,500 - 10,000 sq. ft.	50 - 60% maximum	35 feet maximum
R-W - Residential Waterway (21.22)	Single-family, two-family, and multifamily units; second dwelling units.	5,000 sq. ft.	75% maximum	35 feet maximum
R-T - Residential Tourist (21.20)	Single-family, two-family, and multifamily units; senior housing, second dwelling units.	7,500 sq. ft.	75% maximum	35 feet maximum
R-P Residential Professional (21.18)	Single-family, two-family, and multifamily units; senior housing, second dwelling units.	7,500 sq. ft.	60% maximum	35 feet maximum
RMHP - Res. Mobile Home Park (21.37)	Mobile homes if in a mobile home park.	5 - 15 acres	N/A	N/A
P-C Planned Community (21.38)	Single and multifamily units, senior housing, and second dwelling units only if part of master plan development.	N/A	N/A	30 - 35 feet maximum
V-R Village Redevelopment (21.35)	Single and multifamily units, senior housing, and second dwelling units as described in the Village Master Plan.	N/A	N/A	N/A

TABLE 39 - ZONES CONDITIONALLY ALLOWING RESIDENTIAL USES		
Zone/Applicable Ordinance	Residential Uses Allowed	Conditions for Residential Uses
C-1 - Neighborhood Commercial (21.26.015(2))	Single-family, two-family and multifamily units, senior housing.	CUP approval required. Must be above ground floor commercial uses.
C-2 - General Commercial (21.28.015(1))	Single-family, two-family and multifamily units, senior housing.	CUP approval required. Must be above ground floor commercial uses.
C-M - Heavy Commercial Limited Industrial (21.30.010(2))	Single-family unit	No CUP required. Must be for exclusive use of factory caretaker and family.
M - Industrial (21.32.010(1))	Single-family unit	No CUP required. Must be for exclusive use of factory caretaker and family.
P-M - Planned Industrial (21.34.040)	Single-family, two-family and multifamily units	CUP approval required. Must be integral part of industrial park or large industrial use.

Some development standards, such as parking, are based upon use rather than the zoning designation. The parking standards for residential uses vary based upon the unit type, with the single family home and condominiums requiring two-car garages for each unit. Apartment parking standards are less restrictive: one and one-half parking spaces for studio or one-bedroom units and two parking spaces for units with two or more bedrooms. Guest parking is required for condominiums and apartment complexes at a rate of 5 spaces for the first 10 units and one space per four units thereafter. As stated above, these parking standards apply to all residential projects, regardless of the zone.

In addition to the underlying zoning, areas of special interest within the city have been identified and bestowed with special development standards and/or permit processing requirements. These areas include hillsides, coastal zone properties, floodplains and areas adjacent to scenic corridors. Table 40 - "Special Areas and Overlay Zones" below lists these areas of special interest and identifies the permits required and the location of the additional regulations, in both the Municipal Code and Housing Element appendices.

TABLE 40 - SPECIAL AREAS AND OVERLAY ZONES			
Area or Overlay	Area Covered	Permits Required	Regulations
Hillside areas	15% grade and 15' change in elevation	Hillside Development Permit	Chapter 21.95
Coastal zone areas	Per Map E in Appendix C	Coastal Development Permit	Chapters 21.201 to 21.205

TABLE 40 - SPECIAL AREAS AND OVERLAY ZONES

Area or Overlay	Area Covered	Permits Required	Regulations
Floodplains	Per the Flood Insurance Rate Map, published by Federal Emergency Management Agency (FEMA)	Special Use Permit - Floodplain or Special Use Permit - Coastal High Hazard Area	Chapter 21.110
Beach Area Overlay	Per Map E, in Appendix C	Site Development Plan	Chapter 21.82
Scenic Preservation Overlay	El Camino Real plus more roads in future	Special Use Permit	Chapter 21.40
Qualified Development Overlay	Per Map E in Appendix C	Site Development Plan	Chapter 21.06
Airport Influence Area	Per Map E in Appendix C	Site Development Plan (unless covered by Specific Plan)	Chapter 21.06
Hospital Overlay	Areas designated for hospital uses	Site Development Plan	Chapter 21.21

These overlay zones have several impacts to the provision of housing. They typically require an additional permit that is not required elsewhere in the City. The overlay zones also contain special development standards and design criteria that usually limit the extent of development beyond the limits of the underlying zone. For example, the Beach Area Overlay Zone (BAOZ) restricts building height to 30 feet and two stories, whereas the underlying zoning of Multiple Family Residential Zone (R-3) allows 35 feet and three stories. Another example is the Airport Influence Area for the McClellan/Palomar Airport, which restricts residential uses based upon airport-generated noise level contours and flight activity zones.

c. Growth Management Program

In 1986, the citizens of Carlsbad passed Proposition E, which ratified the City's Growth Management Program. This program has two effects: lower residential density throughout the City and impose more stringent facility improvement and/or fee requirements for all development. Through this pro-gram, a maximum amount of dwelling units was established for each quadrant of the City. The total dwelling unit cap for the entire City is 54,600 units. The quadrant dwelling unit caps cannot be exceeded without a vote of the people.

As shown in Table 31 - "General Plan Residential Density Ranges" above, the maximum density for all General Plan designations is controlled by the Growth Control Point. The Growth Control Point is typically about half of the maximum density allowed by the General Plan designation. According to Section 21.90.045 of the Zoning Ordinance, a development may not exceed the Growth Control Point unless these three findings can be made:

The project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted; and

There have been sufficient developments approved in the quadrant at densities below the control point to cover the units in the project above the control point so that approval will not result in exceeding the quadrant limit; and

All necessary public facilities required by the Growth Management Ordinance will be constructed or are guaranteed to be constructed concurrently with the need for them created by the development and in compliance with adopted City standards.

Due to housing market conditions, many new developments throughout Carlsbad have been constructed at densities below the Growth Management Control Point. Therefore, the City has "excess" dwelling units that may be applied to properties, allowing them to exceed their specific Growth Management Control Point Density or even their maximum General Plan range. These dwelling units can only be allocated, however, consistent with City Council Policy No. 43. This policy states the priority for which excess dwelling units are to be allocated. The priorities are as follows:

First Priority

- 1. Housing development for lower-income households where allowable housing expenses paid by the qualifying household does not exceed thirty percent (30%) of the gross monthly income, adjusted for household size, at eighty percent (80%) of the county median income.*
- 2. Density transfers, clustering of development and dwelling unit locational adjustments which are proposed in order to preserve larger areas of sensitive habitat.*
- 3. Infill Single-Family Subdivisions that meet all development standards and where proposed lot sizes will be equal to or greater than adjacent subdivided properties.*

Second Priority

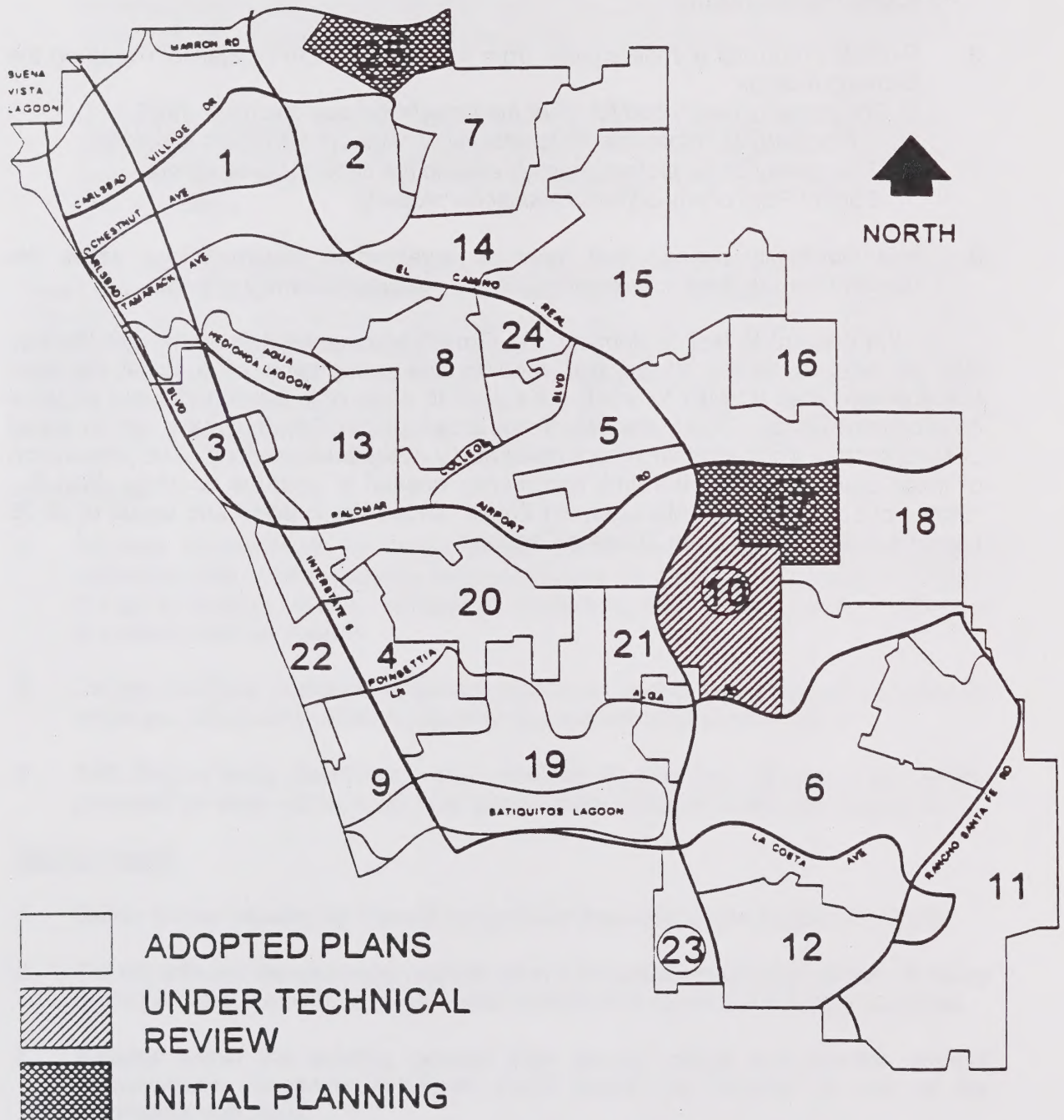
- 1. Senior Citizen housing as defined by Carlsbad Municipal Code Section 21.18.045*
- 2. Transit oriented development projects where increased residential density is being placed in close proximity to major transit facilities and commercial support services.*
- 3. Projects within the existing general plan density range that provide, without compensation, for some significant public facility not required as part of the development process.*

Third Priority

1. *Housing Development for moderate income households where allowable housing expenses paid by these qualifying households does not exceed thirty percent (30%) of gross monthly income, adjusted for household size, at 120 percent (120%) of the county median income.*
2. *Projects proposing a zone change from non-residential to residential based on the following findings;*
 - a) *The property was zoned for other than residential use on July 1, 1986.*
 - b) *The property is compatible for residential use without significant mitigation.*
 - c) *The density of the project does not exceed the Growth Management Control Point of any adjacent residential property.*
3. *Infill multifamily projects that meet all development standards and where the resulting density does not exceed adjacent, existing multifamily projects.*

With regard to facility planning, the Growth Management Program split the City into 25 different facility zones and requires the preparation of a Local Facilities Management Plan (LFMP) for each zone prior to approving entitlements and physical development plans. There are only three areas of the City that have yet to adopt LFMPs, both of which contain vacant residentially designated property. The preparation of these plans increases the time and money needed to produce housing. Map B - "Status of Local Facilities Management Zones" shows the location and status of all 25 Local Facilities Management Zones in Carlsbad.

Map B – STATUS OF LOCAL FACILITIES MANAGEMENT ZONES



d. Redevelopment Plan

The downtown area of Carlsbad is covered by a redevelopment area which was formed in 1981 to reduce blight and increase economic vitality. Part of the redevelopment program involves the removal of deteriorating or unsightly buildings, both commercial and residential. Some of these older residential buildings provide affordable housing opportunities and could be replaced with upscale, market-rate units. Since the focus of the redevelopment plan is the revitalization of downtown commerce, there could be a tendency to favor commercial uses that generate tax increment, rather than affordable housing.

e. Permit Processing

To verify compliance with the variety of use regulations and development standards mentioned above, most development in Carlsbad undergoes varying degrees of discretionary review. If the proposed development involves ownership of the units, then a tentative tract map is required. If condominium ownership is proposed, then either a Planned Unit Development (PUD) Permit or a Condominium (Condo) Permit is required. This PUD or Condo Permit does not review the residential use, which is allowed by right. Rather the PUD or Condo Permit reviews design features, such as architecture, site design, landscaping and recreation areas. PUD or Condo Permits are only required when ownership units are proposed.

The discretionary review process for apartment developments, which are typically more affordable, is less onerous. Apartment projects with less than four units are allowed by right in multifamily zones, provided they have adequate General Plan density. Since only a building permit is required, apartment complexes with four or fewer units are an excellent method to provide affordable housing in underutilized or in-fill areas of the City. Apartment developments with over four units require a Site Development Plan, however the Site Development Plan must only be heard by the Planning Commission. As with the PUD or Condo Permit, the Site Development Plan reviews only design features of the development since the residential use is allowed by right.

The size of the project can also determine the permit required, the approving entity, processing time and cost. Table 41 - "Discretionary Reviews for Residential Projects", below, shows the types of discretionary review for residential development and their typical processing time and cost as of January, 1999. The processing times listed below include the typical time of completing and reviewing a permit (in other words, the time from the application date to the final decision date). The costs listed are only permit processing costs and do not include any costs associated with facility impact or in-lieu fees. A complete Development Fee Schedule is attached as Appendix J.

TABLE 41 – DISCRETIONARY REVIEWS FOR RESIDENTIAL PROJECTS

Type of development	Permits required	Approving entity	Processing time	Cost
Single-family house (1 unit)	Building Permit	Building Official	2 - 3 weeks	\$1,000 - 3,000/unit
Single-family standard subdivision (1-4 units)	Tentative Parcel Map	City Engineer	3 - 6 months	\$2,270
Single-family small-lot subdivision (1-4 units)	Tent. Parcel Map PUD Permit	City Engineer Planning Director	4 - 8 months	\$4,070
Single-family or Multi-family condominiums (1-4 units)	Tent. Parcel Map PUD Permit or Condo Permit	City Engineer Planning Director	4 - 8 months	\$4,070
Single-family or Multi-family apartments (1-4 units)	Building Permit	Building Official	3 - 5 weeks	\$1,000 - 3,000/unit
Single-family standard subdivision (5-50 units)	Tent. Tract Map	Planning Commission	6 - 9 months	\$4,900 + \$110/unit over 5
Single-family small-lot subdivision (5-50 units)	Tent. Tract Map PUD Permit	Planning Commission	6 - 11 months	\$9,900 + \$110/unit over 5
Single-family or Multi-family condominiums (5-50 units)	Tent. Tract Map PUD Permit or Condo Permit	Planning Commission	6 - 11 months	\$9,900 + \$110/unit over 5
Single-family or Multi-family apartments (5-50 units)	Site Development Plan	Planning Commission	6 - 11 months	\$6,770
Single-family standard subdivision (over 51 units)	Tent. Tract Map	City Council	8 - 12 months	\$9,850 + \$15/unit over 50
Single-family small-lot subdivision (over 51 units)	Tent. Tract Map PUD Permit	City Council	8 - 12 months	\$17,750 + \$15/unit over 50
Single-family or Multi-family condominiums (over 51 units)	Tent. Tract Map PUD permit or Condo Permit	City Council	8 - 12 months	\$17,750 + \$15/unit over 50
Single-family or Multi-family apartments (over 51 units)	Site Development Plan	Planning Commission	6 - 11 months	\$6,770

f. Mitigating Opportunities for Land Use Controls

The land use control constraints described above reflect the myriad of environmental, economic and social issues that Carlsbad addresses to ensure a balanced community. Facets of regulatory controls such as residential density designations, overlay zones, growth management and inclusionary housing indicate an effort to allow continued growth while addressing the needs of the community and the environment. Since the Housing Element is but one of the 12 elements of the General Plan, it is unrealistic to expect all land use controls to be eliminated in the pursuit of housing. Rather, the use of mitigating opportunities to find a commonly beneficial solution allows consistency between all General Plan elements and their goals, objectives and programs.

Theoretically, the governmental constraints could impose major barriers to the provisions of housing, especially for persons of lower-income and special needs. In practice, this has not been the case. Carlsbad has experienced, and continues to experience, growth in housing for the above-moderate, moderate and lower-income households. The recent housing boom and the resulting inflationary market makes it difficult to assess the degree to which current housing prices are due to constraints or the market. During 1998 and 1999, housing prices in Carlsbad rose steadily, even though no new governmental constraints were imposed. One could deduce, therefore, that the market plays a major role in housing prices and major adjustments of governmental constraints is not indicated.

Nonetheless, there are some mitigating measures and opportunities that reduce the impacts of existing governmental constraints. To reduce the level of housing opportunity constraints imposed by the City's land use distribution, a density bonus ordinance was adopted. This density bonus ordinance (Chapter 21.86 of the Carlsbad Municipal Code) allows unlimited density in all residential zones, provided that the project include a greater number of affordable units, and with more affordability, than the inclusionary ordinance would require. Successful implementation of this density bonus ordinance has already resulted in several hundred units affordable to low and very-low income households.

To allow for smaller, affordable units, none of the zones allowing residential development have minimum units sizes. While there are minimum lot size requirements for each zone, a Condominium or Planned Unit Development Permit allows either air-space ownership or lots as small as 3,500 square feet. To address the constraints that land use controls have on smaller properties, the City adopted an ordinance that allows modifications to the development standards imposed by zoning for projects that provide housing affordable to lower-income households. The City also allows priority processing for affordable housing projects, reducing the review time for discretionary permits. These measures, combined with the density bonus ordinance, remove governmental barriers to the provision of affordable housing on smaller, in-fill properties.

In order to address the uncertainty that often accompanies development in special or sensitive areas, the City has adopted overlay zones and a Habitat management Plan. Since most developments within Carlsbad require a discretionary permit to review design components, the additional permit that is required by an overlay zone does not produce additional burden. By proactively identifying the extent of the sensitive area with overlay zones, and identifying the mitigating measures for

development, the overlay zones allow potential developers to incorporate these mitigation measures into the project early in the process.

The City's Growth Management Program has not shown to be a barrier to then provision of housing, rather it has reduced the risk of facility requirements interfering with expedient development permit processing. As with the declarations of the overlay zones, the extent of the facility needs and the responsibilities of the potential development are known early in the process, allowing them to be more easily accommodated. While there are facility fees associated with development, the City has paid this facility fee for the development of many affordable housing projects, such as the Villa Loma and Poinsettia Station apartments.

2. OPEN SPACE AND HABITAT PRESERVATION

a. Constraints

As mentioned above, the City of Carlsbad contains large stands of native habitat. Some of the flora and fauna species within these habitats are listed as threatened or endangered by the California Department of Fish and Game and/or the U.S. Fish and Wildlife Service. As a result, development in these areas is constrained, either because of the additional costs associated with mitigating the development impacts or by the requirement for preservation of certain sensitive areas. In addition to the sensitive lands, the City's Growth Management Ordinance requires preservation of a minimum of 15 percent of open space within each subdivision or community. This Growth Management open space may or may not be constrained with sensitive species or habitat.

b. Mitigating Opportunities

To address this open space and habitat preservation constraint, the City of Carlsbad, along with other San Diego jurisdictions, is in the process of preparing a Habitat Management Plan that would define areas of development and preservation. This plan would theoretically facilitate development by clearly defining preservation areas and goals, taking into account sensitive species and areas of habitat connectivity. By allowing developers to predetermine the areas of preservation, design and construction costs can be reduced. The Habitat Management Plan also contains provisions for density transfers, allowing areas that would otherwise be developable to count towards calculating the project's overall unit yield. While these areas would remain undisturbed, the development could then be clustered at a higher density in the areas void of sensitive habitats or wildlife connectivity corridors.

3. BUILDING, ELECTRICAL AND PLUMBING CODES

a. Constraints

There have been many revisions to the applicable building, electrical, plumbing, and mechanical codes since the last Housing Element update in 1990. The current construction codes in use within Carlsbad are as follows: Uniform Building Code (1994 edition), National Electrical Code (1996 edition), Uniform Plumbing Code (1994 edition), and the Uniform Mechanical Code (1994 edition).

The revisions to these codes have been in the interest of increasing safety of structures and improvements. The most notable addition was the Seismic Element of the Uniform Building Code. In the process of adding regulations, the construction codes also added costs to the development of housing. The increased safety standards impose higher construction costs. In addition, the construction codes contain more requirements for certification by registered engineers and involve more complex plan preparation, raising development costs even further.

b. Mitigating Opportunities

Since the constraining construction code revisions were put in place for increased safety, mitigation through reductions in standards is not desirable. There are other mechanisms, however, that can reduce the constraint of construction codes on the provision of affordable housing. Priority processing of plans can offset the potentially added time in plan preparation and review. There are certain types of housing, such as resident hotels, that are deemed to be commercial in nature and, therefore, have different standards. Also, multiple-unit buildings can take advantage of consolidated electric, gas and water meters, further reducing construction costs.

4. CODE ENFORCEMENT PROGRAMS

a. Constraints

The City's Code Enforcement division can directly and indirectly produce constraints to the provision of housing, especially for lower-income households. One of the functions of Code Enforcement is the abatement of deteriorating housing and illegal housing units (also known as bootleg units). These housing units are typically rented for lower rates, making them available to lower-income individuals or households. By eliminating these housing units, the overall housing stock is reduced and the housing opportunities for lower-income households diminishes. These actions usually account for a loss of three to four substandard or illegal units per year.

Another area where Code Enforcement activities interact with the provision of housing is with the abatement of migrant worker/day laborer encampments in the undeveloped portions of the City. As detailed above, Carlsbad's undeveloped hinterland is a permanent or seasonal home to approximately 700 homeless individuals. These individuals can gather in relatively large encampments, producing a strain on the native habitat and increasing the risk for wildfires and watershed pollution.

b. Mitigating Opportunities

Currently the Code Enforcement division responds on a compliant basis. Therefore, there are no current programs to proactively seek out and remove substandard units, illegal units or migrant worker/day laborer encampments. By continuing this complaint-based response system, inoffensive illegal units can continue to provide housing opportunities for lower-income households. In addition, there are programs in the Housing Element that can provide incentives for property owners to replace their substandard units with housing that is still affordable to lower-income households.

5. INFRASTRUCTURE IMPROVEMENTS, EXACTIONS AND FEES

a. Constraints

During the course of development, necessary circulation improvements are addressed in order to achieve satisfactory circulation improvement goals. The City, through its Local Facilities Management Plan has further identified standards for circulation. Currently some circulation improvements are funded through a Bridge and Thoroughfares Fee that the City imposes on the areas of benefit. This fee varies according to the size of development and circulation impacts. (See fee schedule in appendices). The cost to the developer for the improvements required are usually passed on to the cost of the home or residence, increasing its cost.

In addition to required improvements, fees are assessed by the City and Districts to mitigate effects of development that would have an adverse effect on the community or district. A typical exaction would be for school fees. Fees and exactions receive the most amount of attention from the development community and are most often singled out as contributing to the growing costs of housing. A list of the current fees is located in the appendices.

b. Mitigating Opportunities

City Council Policy allows the waiver of Public Facility fees for low income housing. Implementation of this policy should also assess the fiscal impacts that the fee would normally generate on the budget of the respective departments. Reducing fees is a significant incentive for some residential development. The City may contribute financially to lower-income housing or to on/offsite infrastructure improvements through in-kind contributions for residential developments that would be made affordable to lower-income households.

6. CALIFORNIA ENVIRONMENTAL QUALITY ACT

a. Constraints

Under the California Environmental Quality Act, (CEQA) developments or actions defined as projects, unless otherwise exempted under specific CEQA guidelines, are required to undergo an assessment as to the impact the project will have to the environment. This assessment determines if a substantial or more detailed effort will be needed to assess the full impact or a determination that it will not have a significant impact. Developing rural areas, and environmentally sensitive areas that include lagoons and wetlands are particularly sensitive to the impacts of urbanization. Assessment and mitigation of these impacts are sometimes lengthy and meticulous adding extra cost to the development. Identification of impacts that cannot be mitigated may preclude development altogether.

Carlsbad has a substantial amount of environmental constraints due to its sensitive habitats, coastal location and conservative approach to preserving its unique natural surroundings. These constraints may preclude, reduce, or in most cases, slow down construction of new housing in Carlsbad.

b. Mitigating Opportunities

The California Environmental Quality Act provides opportunities for "tiering" environmental reviews. Projects that require a comprehensive review and assessment with an ensuing Environmental Impact Report often may contain specific mitigation measures to offset impacts. When a project requires multiple phases for completion, assessment and mitigation details can be included in the environmental impact report. Subsequent phases of the development may preclude further general or detailed environmental review. This may lead to faster processing of projects after a master environmental review and assessment and mitigation of impacts is completed and can be utilized for subsequent EIRs.

Additionally, as environmental impact reports may require mitigation measures for adverse impacts, new strategies to mitigate these adverse effects can be introduced. For example, a jobs housing balance is one strategy to reduce energy consumption and auto emissions by locating housing and jobs closer together. By creating a better mix of housing styles and types to create a greater range of and number of housing units for the current and future employment population, one would place employment and housing closer together. A mitigating effect is created to conserve fuel, reduce emissions, and reduce traffic impactation.

7. CALIFORNIA COASTAL ACT AND REGULATIONS

a. Constraints

Currently a significant portion of undeveloped acreage is situated in the State designated coastal zone areas. Revisions to the Local Coastal Program must be approved by the California Coastal Commission, in addition to local approval processes. In addition, local approvals for development in close proximity to the ocean or lagoons could be appealed by the Coastal Commission. Often, to protect coastal resources significant changes or reduction in residential unit yields or densities are required for project approval. These requirements may significantly affect production of lower income units in coastal zone areas. Carlsbad has additional regulatory policies to preserve agriculture and scenic resources contained in its Local Coastal Programs approved by the State.

b. Mitigating Opportunities

Although the City's current coastal zone plan does not mandate low income housing as a provision of development as some plans do, opportunities using density bonus ordinances would be utilized in coastal zone development. Currently most of the City's existing low income housing stock is within the City's coastal zone. Preservation and rehabilitation programs may be mandated and implemented through this program. The city can also continue to implement its inclusionary housing program for all master or specific planned communities, (several of these communities are located in the coastal zone), thereby contributing to the low-income housing stock in the coastal areas.

8. ARTICLE 34 - CALIFORNIA CONSTITUTION

a. Constraints

Section 1 of Article XXXIV of the California Constitution provides that no "low rent housing project shall be developed, constructed, or acquired by any state public body" until voter approval has been obtained. The election requirement of Article XXXIV could limit the participation of a public body in the development of low- and moderate-income housing because of the delays, uncertainties and potential additional expenses associated with local elections.

b. Mitigating Opportunities

In general, Article XXXIV requires that two criteria be met: (a) a "state public body" must "develop, construct, or acquire", (b) a "low rent housing project." Article XXXIV would be inapplicable if one of these criteria was absent. It would be possible to confine the role of a public body in a housing development so that one of the two criteria is not met and an Article XXXIV election would not be required.

In order to clarify Article XXXIV, in 1976 the Legislature enacted the Public Housing Election Implementation Law (Health and Safety Code, Section 37000 seq.). According to that, a "low rent housing project" does not include the following types of development:

- a. Housing with 49% or less lower income occupancy, that is privately owned and is not exempt from property taxation (unless fully reimbursed to all taxing entities);
- b. Housing that is privately owned, is not exempt from property taxation by reason of any public ownership and utilizes land banking, property acquisition resale write down, guarantees and insurance of private loans and other assistance not constituting direct long-term financing from a public body;
- c. Housing that is developed for owner occupancy rather than rental occupancy;
- d. Housing consisting of newly constructed, privately owned, one to four family dwellings not located on adjoining sites;
- e. Housing that consists of existing units leased by a state public body from a private owner; and
- f. Rehabilitation, reconstruction or replacement of an existing low rent housing project.

Public body involvement limited to these types of housing developments would still help provide low- and moderate-income housing and would not be subject to the Article XXXIV election requirement.

Not all activities carried out by public bodies can be defined as "development, construction, or acquisition" of a low rent housing project. The meaning of "develop, construct or acquire" would not be applicable if the agency's involvement in providing low- and moderate-income housing is limited to offering the following incentives and concessions:

- a. Reducing or waiving of planning fees, building plan check and permit fees, or street dedication or infrastructure improvements;
- b. Modifying or reducing development standards;

- c. Granting density bonuses; or
- d. Pass through of land.

The California Supreme Court in *California Housing Finance Agency v. Elliot* (17 Cal.3d 575 [1976]) concluded that whenever a public body very extensively participates, or assists in not only making a low rent housing project possible but also fully regulating the project so that the result is that the government is essentially the landlord, the matter will be subject to the Article XXXIV election requirement. Thus, a public body that grants a loan for a low rent housing project and the loan is conditioned on typical government agency requirements such as review and approval of plans, project financing, operation and maintenance standards and occupancy would generally constitute development and construction of the housing project and fulfills the criteria for applicability of Article XXXIV.

Any mortgage revenue bond issued or direct financial assistance given by a public body to assist in the development of a low rent housing project would necessitate an Article XXXIV election if these other criteria are also met.

On November 4, 1980, the following measure (Proposition X) was placed on the Carlsbad ballot for voter approval.

"Do the qualified electors of the City of Carlsbad, pursuant to Article XXXIV of the Constitution of the State of California, approve the development, construction, and acquisition of low rent housing projects by the City of Carlsbad, or other City-designated public agency, not to exceed 250 total units on scattered sites throughout the City to provide living accommodations for low-income senior citizens?"

Carlsbad voters approved this Article XXXIV referendum to allow no more than 250 units of senior low-income housing. However, this authority has not yet been exercised.

9. CITY STAFFING LEVELS

a. Constraints

Constraints to housing opportunities may also include insufficient staffing. Federal, State and Local regulatory procedures often call for substantial review of development prior to construction. Staffing to fulfill current requirements and for additional regulatory procedures must be identified as a constraint for housing if sufficient staffing to meet processing goals and timelines are not allocated. Community Development activities such as Planning, Building and Engineering functions are impacted by the pace and magnitude of development. In addition, as the administration of housing programs are a function of the City's Housing and Redevelopment Agency, creation of additional low-income housing opportunities and the administration of them, may require additional staffing.

Review of the City's previous element has shown that a variety of programs were not completely implemented due to the increased staff time required for additional housing programs. Future programs that add additional administrative tasks to staff may also fall short of complete implementation if sufficient staffing time is not available to administer additional housing programs.

b. Mitigating Opportunities

Insufficient staffing and under-budgeting of positions in City Departments may also act as constraints to housing. Implementing programs to increase affordable, or the production of low income units, are dependent on adequate staffing. Frequently these programs are prioritized below other administrative and regulatory tasks and as such are not implemented on a timely basis. Housing programs that require more administrative and managerial time may result in a need for more staff for it to be effective.

B. NON-GOVERNMENTAL CONSTRAINTS

In addition to the constraints imposed by governmental regulation, there are many financial constraints, such as the cost of money, land and labor.

1. FINANCING

Financing is a key component of housing development. Financing can be broken down into two key categories: takeout (construction), and permanent (mortgage). Construction financing is usually short-term in nature and is used for acquisition and development of property. Mortgage or permanent financing is the long-term financing of the project. This debt usually buys out the construction financing and is serviced by income received from rents or sales. If financing, either takeout or permanent, is not available for any of the reasons listed below, new construction will not occur.

a. Constraints

Recent developments in the banking and financing industry have had substantial impact on the development of both multi- and single family housing. Several recent events have had major effects on the supply of money that has traditionally been used to finance affordable housing.

The 1986 Federal Tax Reform Act substantially changed the rules for real estate investment with particular regard to multifamily construction. Recent legislation has reduced tax benefits normally associated with investment in multifamily development. This has had the effect of reducing the amount of money available for multifamily construction.

The 1989 Federal Savings and Loan Act restructured and added new regulations to the Savings and Loan/Thrift Banking Institutions. These changes limited (1) the amount of money that could be lent to one borrower, and (2) mandated extra capitalization reserves for all savings and loans as a ratio to money lent. (This has had an impact on the ability to acquire money for acquisition and development and for permanent financing.) Impacted the hardest were multifamily builders and small development (over 100 units) companies who usually only used one or two lending sources for their developments.

i. Availability and Use of Public Financing

Funds that are available through Federal, State, and Local sources are referred to as public in nature. These funds are usually made available at below market (private)

interest rates for purposes of providing low-income housing opportunities. These funds are not widely available and are restricted in their use. With the decrease in private market financing for multifamily development, the demand for this financing has grown. Competition for these funds is high and availability is not always consistent.

The additional constraint to using government financing is that of restrictions of use and a high administrative burden that sometimes accompanies these funds. Many cities have chosen not to compete for these funds as they do not have the administrative capability to manage them.

ii. Rates

The cost of acquiring land for development is closely tied to the available mortgage rates. Table 42 - "San Diego County Mortgage Rates - 12/29/98", below, shows the mortgage rates offered by several San Diego financial institutions, as of December 29, 1998.

TABLE 42 SAN DIEGO COUNTY MORTGAGE RATES - 12/29/98			
Institution	30 year fixed	15 year fixed	1 year APR
Bank of America	7.00%	6.88%	5.50%
California Federal Bank	6.30%	6.13%	5.63%
Home Savings of America	7.10%	6.75%	6.70%
Union Bank of California	6.88%	6.50%	5.63%
American F&I	6.88%	6.63%	6.63%
Source: Yahoo Finance and Investments – URL: http://biz.yahoo.com/b/r/mc_sa.html			

Table 43 - "Money Rates" below contains the cost of funds by several governmental sources, as of December 29, 1998.

TABLE 43 - MONEY RATES

Prime Rate	7.75%
Federal Funds Rate	4.86%
6 month Labor Rate	5.04%
30 year Treasury Bond	4.96%
Source: Money-rates.com, Inc. - URL: http://www.money-rates.com	

b. MITIGATING OPPORTUNITIES

Financing constraints may be overcome by several financial tools available to create more affordable housing. These tools include mortgage revenue bonds, public financing, low-income permanent financing, Community Reinvestment Act, Redevelopment Set-Aside Funds and Community Development Block Grant Funds. These financing sources are described below.

i. Mortgage Revenue Bonds

These are bonds sold by the City to create a pool of money for subsidized mortgages. The bonds are serviced through a return rate on the mortgage or resold on the bond market. The up-front costs of issuing bonds are prohibitively expensive for a small issuer. To reduce the "up-front" cost of the issuance of a Mortgage Revenue Bond that will cover only a small amount of mortgages that a city may wish to offer, many cities have formed pools in a cooperative effort to spread the up-front cost among several cities or housing authorities. Mortgage revenue bonds can be issued for multifamily or single family developments, but multifamily bonds have become less in demand and more difficult to issue due to recent changes in the tax code.

ii. Public Financing

The State Housing and Community Development Agency, and HUD offer construction, rehabilitation, and permanent financing as low as three percent to qualified applicants such as housing authorities or private not-for-profit developers. These funds are competed for based on participation of other funding sources and local need. A brief list of these programs is listed below:

Federally funded rehab and construction programs:

- Section 202 Direct loans for elderly and handicapped housing.
- Section 502 Rural home ownership assistance.
- Section 515 Rural rental housing assistance.
- Section 17 Rental housing rehabilitation.
- Section 317 Rehabilitation loans.
- Housing and Community Development Act Block Grants.

State funded rehabilitation and construction programs:

- Family Housing Demonstration Program (HCD)

Home Mortgage Purchase Program (CHFA)
 Predevelopment Loan Program (HCD)
 Rental Housing Construction Program (HCD)
 Rental Housing Mortgage Loan Program (CHFA)
 Self Help Housing (CHFA & HCD)
 AB 665 (1982) Bonds → Renter occupied construction
 Funds authorized by the Mark-Furon Residential Rehabilitation Act and
 SB 99 New construction
 California Energy Conservation Rehabilitation Program
 Deferred Payment Rehabilitation Loan Fund (HCD)
 Home Ownership Mortgage Bond Program (CHFA)
 Home Ownership Assistance Program (HCD)
 Matching Down Payment Program (CHFA)
 Natural Disaster Assistance Program (HCD)
 Non Profit Housing Program (CHFA)
 Farmworker Housing Grant Program (HCD)
 Mobilehome Park Assistance Program (HCD)
 State Legalization Impact Assistance Grant Program (HCD)
 State/Local Multifamily Program (HCD)
 Federal Emergency Shelter Grants Program (HCD)
 Senior Citizen Shared Housing Program (HCD)

This list of financial and assistance programs is not all-inclusive, and many programs may not have funding availability at this time. It is important that the City familiarize itself with the application process and availability of these funds.

iii. Low Income Permanent Financing

A consortium of banks and savings and loans has formed an organization (SAMCO) designed to offer private below market permanent financing for low-income projects. This organization, based in San Diego, is a prime source for below market financing needed for low-income projects.

iv. Community Reinvestment Act

This Act requires lending institutions to report on their lending activities and how they meet the needs of the community. Lending institutions may face official sanctions for not meeting performance goals. A City may have a program to evaluate an institution's lending practices for its community. It may impose its own sanctions. These sanctions may include withdrawal of funds by the City, or cooperating businesses, from lending institutions that have not made adequate mortgage or construction financing loans in their community.

v. Redevelopment Set-Aside Funds

Currently State Law required that 20 percent of tax increment returns be set aside for low- to moderate- income housing. This is a good source of gap funding or equity positions the City may wish to participate in with qualified low-income residential projects.

vi. Community Development Block Grant Funds

The City of Carlsbad uses the Federally entitled grant funds to support a wide range of services and programs that benefit the community's lower and moderate-income households. CDBG funds may be used for housing purposes in the acquisition of land using these funds and in the funding of rehabilitation and preservation programs. The CDBG funds may also be used to fund a wide range of planning studies and programs that will benefit low and moderate-income households.

2. COST OF LAND

a. Constraints

The price of land varies depending on location, improvements and use. The cost of land in Carlsbad is a prime constraint in providing affordable housing opportunity. Carlsbad contains a significant amount of land with coastal views; a premium that is added to the cost of land. In addition, location factors such as proximity to freeway access, public facilities, and intangible factors such as image and quality of life contribute significantly to demand and price. The cost of improving the land, grading and added infrastructure also contributes to the final costs.

Carlsbad has a considerable amount of land located in hilly topography. The added costs of grading required as well as the additional engineering and improvement costs are greater as opposed to flat level land. Costs associated with land have traditionally contributed to around 40 percent to the cost of a home. In Southern California the price of land and its preparation sometimes may be as high as sixty percent. The price of land is also determined on the number of units that the land may yield after constraints such as topography, environmental constraints and density are factored in. The actual yield may be far below the allowable density. Land prices in Carlsbad vary substantially. Undeveloped vacant land with varied topography and no improvements is approximately \$125,000 - \$275,000 an acre, with coastal view land slightly higher. Infill residential land, with all improvements may run as high as \$1 million an acre depending on location and density. The added value and price of land in Carlsbad has severely limited market-rate financed construction for low-income households.

b. Mitigating Opportunities

Land prices are generally determined in the market place. As such, the availability of non constrained developable acreage suitable for residential development is higher in areas closer to significant employment centers and areas with significant desirable attributes, i.e., coastal vs. inland. Carlsbad has substantial acreage that falls within these attributes. Land pricing is also a factor of yield or return. Land costs are also determined on "how much" or yield of development that can occur upon a specific property. This yield is a product of the General Plan Density which often determined housing product type, infrastructure or the amount of acreage needed for public improvements, net developable acreage and general market conditions.

As shown in Table 34 – "Total Vacant Developable Residential Lands by General Plan Designation – 1998", a large majority of Carlsbad's vacant land is designated Residential Low-Medium Density, allowing up to four units per developable acre. Most

developers and housing advocates immediately tie high density designations to the ability to provide affordable housing. However, the land costs are also tied to density, typically in a proportionate fashion: the higher the potential yield of a property, the higher the vacant land cost. Low density designations serve to keep the land cost as low as possible, realizing that the City's density bonus ordinance could allow high-density development for affordable housing.

The Villa Loma Apartments (344 units affordable to low and very-low income households) serves as just one example of the implementation of the density bonus ordinance. The 21 acre Villa Loma site is designated Residential Medium Density in the General Plan, allowing up to eight (8) units per developable acre with a Growth Control Point of six (6) units per developable acre. Had the site been already designated with the density that Villa Loma was granted through the discretionary permits (17 units per developable acre), the land costs would have been much higher and potentially a barrier to the project.

Final land prices are determined by how much (if any) entitlement are secured for the land. This is important if the land is sold and currently undeveloped but has secured entitlement to build. Price can be affected by knowing there are considerations such as low income housing that need to be included in the project. This may affect the project pro-forma and the selling price of the property may be adjusted to compensate for this. Other techniques may be used to supply land at reduced prices. These include:

i. Imminent Domain/Friendly Condemnation

To assure an adequate supply of housing in all income ranges a city may choose to acquire suitable property to assure this need is to be met. Property acquired through friendly eminent domain proceedings is subject to fair market value but substantial tax benefits may accrue to the owner of the parcel. Property that is acquired by this method through "friendly" negotiations usually arrive at an equitable disposition and the property may be acquired at a below market price.

ii. Land Banking

Land could be acquired or purchased by the City that may not be currently used for housing but may be given entitlement at a future date. This land could be resold with entitlement to a non-profit developer at a reduced price to provide housing affordable to lower income households. Land may be accepted as an in-lieu contribution for an inclusionary housing requirement. Land purchased or contributed for the purpose of residential construction must be suitable for the appropriate density.

iii. Government/Public Land

Surplus property that is owned by the City or another public entity can be acquired to provide potential housing opportunities for lower income households. Surplus property is then passed on to a developer at a negotiated reduced price in exchange for a requirement for more housing affordable to target income groups.

iv. Constrained Acreage

Developable acreage that is constrained due to government control, may be utilized to increased yield of developable acreage. Currently Carlsbad does not give density credit to acreage that is constrained due to several factors. Density credits may be given to this land and transferred to an adjacent property for the purpose of low-income housing.

3. COST OF CONSTRUCTION

a. Constraints

Construction costs may contribute significantly to the affordability and cost of housing. Factors that contribute to construction costs are referred to as "hard costs" and typically refer to labor and materials. Soft costs are typically a developer's overhead, and carrying costs on acquisition or construction loans. Carrying costs are associated with finance and lending constraints as well as processing times as referred to earlier in this section.

i. Labor

Labor costs are significantly higher in the Southern California region than averages nationwide for similar employment. The prevailing wage for construction is \$16.00 - \$28.00 per hour average depending on skill, experience, and labor union affiliation.

ii. Construction Costs per Square Foot

The cost per square foot for construction is a general average for the San Diego Region. This may vary from builder to builder based upon a number of factors. The average residential construction cost per square foot for multifamily dwellings is approximately \$72 per square foot and \$82 per square foot for single-family detached dwellings.

b. Mitigating Opportunities

Costs of construction in this section refer to labor and materials. The typical labor rate for construction workers depends upon the level of skill associated with the job, whether it is union or not and the availability of construction workers.

Opportunities exist for reduction of costs associated with construction. These include, but are not limited to:

i. Factory Built Housing/Manufactured Housing

Using new technology, manufactured homes may represent new shelter opportunities in the low and moderate-income range. Some of the housing construction is conducted offsite and transported to the construction site. A fast growing alternative to onsite development, construction of flooring and framing is done in computer controlled factories and then transported onsite for assembly. Estimates on cost reductions using these methodologies may be as high as 30 percent. The City could

encourage developers to take advantage of these type of programs. The product is identical in appearance to custom onsite stick built single family or multifamily product.

Residential manufactured home developments (R-MHD) are residential developments that have characteristics common to both multi-family and single-family neighborhoods. R-MHD are income producing properties as are multi-family complexes, but individual detached manufactured homes in the development are owner occupied. Home owners enter into a long-term lease with the partnership or corporation (which may be owned by the tenants) which manages and maintains community infrastructure.

R-MHD are typically pegged to area apartment rates. The lifestyle and density patterns are decidedly single-family in nature. R-MHD compete in the shelter market between multi-family and condominium.

ii. Development Standards

Development standards, either modified or as part of administrative policies, sometimes add extra cost because of additional materials required and extra labor. A significant reduction of costs from a modification or waiver of the standards can be attained and passed on to the savings of the unit for low-income housing.

iii. Construction Management

Development of affordable and low cost housing is sometimes accomplished through special construction management techniques. Companies that specialize in low cost housing utilize these special management techniques to cut costs. In any low-income development, this should be a requirement

C. ENVIRONMENTAL CONSTRAINTS

Given its Southern California location, varied topography, agricultural lands and relatively extensive undeveloped habitat areas, Carlsbad faces many environmental constraints to the provision of housing. All of these environmental constraints have the potential to limit the extent of land developed as well as the actual cost of development. The environmental constraints are grouped into:

1. ENDANGERED SPECIES AND SENSITIVE HABITATS

a. Constraints

As mentioned above, the City of Carlsbad contains numerous areas of native habitat, some containing endangered or sensitive species, as defined by the U.S. Department of Fish and Wildlife and the California Department of Fish and Game. These species, along with other indicator species of sensitive habitats, are listed below. Also included in the listing is the status of each species with regard to State and Federal listings.

TABLE 44 - FLORA AND FAUNA SPECIES IN CARLSBAD

Common Name	Scientific Name	Status
Invertebrates		
Globose Dune Beetle	<i>Coelus globosus</i>	*/
Harbison's Dun Skipper	<i>Euphyes vestris harbisoni</i>	*/
Hermes Copper	<i>Lycaena hermes</i>	*/
Oblivious Tiger Beetle	<i>Cicindela latesignata obliviosa</i>	*/
Quino Checkerspot	<i>Euphydryas editha quino</i>	FE/
Riverside Fairy Shrimp	<i>Streptocephalus woottoni</i>	FE/
Saltmarsh Skipper	<i>Panoquina errans</i>	*/
San Diego Fairy Shrimp	<i>Branchinecta sandiegoensis</i>	FE/
Sandy Beach Tiger Beetle	<i>Cicindela hirticollis gravida</i>	*/
Birds		
Belding's Savannah Sparrow	<i>Passerculus sandwichensis beldingi</i>	*/CE
Bell's Sage Sparrow	<i>Amphispiza belli belli</i>	*/CSC
Burrowing Owl	<i>Speotyto cunicularia hypugaea</i>	*/CSC
California Brown Pelican	<i>Pelecanus occidentalis californicus</i>	FE/CE
California Least Tern	<i>Sterna antillarum browni</i>	FE/CE
Coastal Cactus Wren	<i>Campylorhynchus brunneicapillus cousei</i>	*/CSC
Coastal California Gnatcatcher	<i>Polioptila californica californica</i>	FT/CSC
Cooper's Hawk	<i>Accipiter cooperii</i>	/CSC
Elegant Tern	<i>Sterna elegans</i>	*/CSC
Golden Eagle	<i>Aquila chrysaetos</i>	BEPA/CSC
Grasshopper Sparrow	<i>Ammodramus savannarum</i>	None
Large-billed Savannah Sparrow	<i>Passerculus sandwichensis rostratus</i>	*/CSC
Least Bell's Vireo	<i>Vireo bellii pusillus</i>	FE/CE
Light-footed Clapper Rail	<i>Rallus longirostris levipes</i>	FE/CE
Long-billed Curlew	<i>Numenius americanus</i>	*/CSC
Northern Harrier	<i>Circus cyaneus</i>	/CSC
Osprey	<i>Pandion haliaetus</i>	/CSC
Peregrine Falcon	<i>Falco peregrinus anatum</i>	FE/CE

TABLE 44 - FLORA AND FAUNA SPECIES IN CARLSBAD

Common Name	Scientific Name	Status
Rufous-crowned Sparrow	<i>Aimophila ruficeps canescens</i>	*/CSC
Southwestern Willow Flycatcher	<i>Empidonax traillii extimus</i>	FE/CE
Tricolored Blackbird	<i>Agelaius tricolor</i>	*/CSC
Western Bluebird	<i>Sialia mexicana</i>	None
Western Snowy Plover	<i>Charadrius alexandrinus nivosus</i>	FT/CSC
White-faced Ibis	<i>Plegadis chihi</i>	*/CSC
Yellow-breasted Chat	<i>Icteria virens</i>	/CSC
Plants		
Aphanisma	<i>Aphanisma blitoides</i>	*/
Blochman's Dudleya	<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>	*/
California Orcutt Grass	<i>Orcuttia californica</i>	FE/CE
Cliff Spurge	<i>Euphorbia misera</i>	None
Del Mar Manzanita	<i>Arctostaphylos glandulosa</i> ssp. <i>crassifolia</i>	FE/
Del Mar Mesa Sand Aster	<i>Corethrogyne filaginifolia</i> var. <i>linifolia</i>	†/
Encinitas Baccharis	<i>Baccharis vanessae</i>	FT/CE
Engelmann Oak	<i>Quercus engelmannii</i>	None
Little Mousetail	<i>Myosurus minimus</i> ssp. <i>apus</i>	*/
Nuttall's Lotus	<i>Lotus nuttallianus</i>	*/
Nuttall's Scrub Oak	<i>Quercus dumosa</i>	*/
Orcutt's Brodiaea	<i>Brodiaea orcuttii</i>	*/
Orcutt's Hazardia	<i>Hazardia orcuttii</i>	*/
Orcutt's Spineflower	<i>Chorizanthe orcuttiana</i>	FE/CE
Parry's Tetracoccus	<i>Tetracoccus dioicus</i>	*/
Prostrate Navarretia	<i>Navarretia fossalis</i>	PT/
San Diego Ambrosia	<i>Ambrosia pumila</i>	*/
San Diego Barrel Cactus	<i>Ferocactus viridescens</i>	*/
San Diego Button-celery	<i>Eryngium aristulatum</i> var. <i>parishii</i>	FE/CE
San Diego Goldenstar	<i>Muilla clevelandii</i>	*/
San Diego Marsh-elder	<i>Iva hayesiana</i>	*/
San Diego Thorn-mint	<i>Acanthomintha ilicifolia</i>	PE/CE
Short-leaved Dudleya	<i>Dudleya blochmaniae</i> ssp. <i>brevifolia</i>	†/CE
Sticky Dudleya	<i>Dudleya viscida</i>	*/
Summer-holly	<i>Comarostaphylis diversifolia</i> ssp. <i>diversifolia</i>	*/
Thread-leaved Brodiaea	<i>Brodiaea filifolia</i>	PT/CE
Torrey Pine	<i>Pinus torreyana</i> ssp. <i>torreyana</i>	*/
Variegated Dudleya	<i>Dudleya variegata</i>	*/
Wart-stemmed Ceanothus	<i>Ceanothus verrucosus</i>	*/

TABLE 44 - FLORA AND FAUNA SPECIES IN CARLSBAD

Common Name	Scientific Name	Status
Amphibians and Reptiles		
Arroyo Southwestern Toad	<i>Bufo microscaphus californicus</i>	FE/CSC
California Red-legged Frog	<i>Rana aurora draytonii</i>	FT/CSC
Orange-throated Whiptail	<i>Cnemidophorus hyperythrus beldingi</i>	*/CSC
San Diego Horned Lizard	<i>Phrynosoma coronatum blainvillei</i>	*/CSC
Southwestern Pond Turtle	<i>Clemmys marmorata pallida</i>	*/CSC
Western Spadefoot Toad	<i>Scaphiopus hammondi</i>	/CSC
Mammals		
California Mastiff Bat	<i>Eumops perotis californicus</i>	*/CSC
Mountain Lion	<i>Felis concolor</i>	CA REG
Northwestern San Diego Pocket Mouse	<i>Chaetodipus fallax fallax</i>	*/CSC
Pacific Pocket Mouse	<i>Perognathus longimembris pacificus</i>	FE/CSC
San Diego Black-tailed Jackrabbit	<i>Lepus californicus bennettii</i>	*/CSC
Southern Mule Deer	<i>Odocoileus hemionus fuliginata</i>	CA REG
Stephens' Kangaroo Rat	<i>Dipodomys stephensi</i>	FE/CT
Townsend's Western Big-eared Bat	<i>Plecotus townsendii pallescens</i>	*/CSC
Codes and Notes		
Status (Federal/State)		
FE = Federally endangered. PE = Proposed for federal listing as endangered. FT = Federally threatened. PT = Proposed for federal listing as threatened.		
C = Candidate for federal listing. BEPA = Bald Eagle Protection Act. CE = State endangered. CT = State threatened. CSC = State Species of Special Concern.		
* = formerly Category 2 or Category 3 candidate or proposed for federal listing; no current federal status. † = proposed rule to list as endangered or threatened has been withdrawn; no current federal status. Protected = moratorium on hunting. None = no federal or state status.		

b. Mitigating Opportunities

The mitigating opportunities for the environmental constraints of sensitive habitat and endangered species are integrally linked to the mitigating opportunities for the regulatory constraints imposed by open space preservation provisions and the California Environmental Quality Act. As stated in those sections, the development of a preservation plan acceptable to responsible agencies would likely reduce costs and processing time for housing developments.

2. WATER SUPPLY

a. Constraints

Climatological factors such as drought conditions may constrain housing, both in construction and long term availability. Water reserves in a region drop and conservation becomes necessary as mandated in various stage alerts, construction grading becomes a low priority and is sometimes halted. This may push back construction scheduled and add additional costs to housing.

Long term availability of water is allocated on a state and regional level and is sometimes beyond the purview of local municipal governments. On a city's jurisdiction may provide restriction in development in the long term if in coordination with local water authorities.

b. Mitigating Opportunities

Water conservation efforts in developments that would significantly reduce water consumption rates may be included as an incentive for low cost housing for future housing developments.

The use of water saving appliances and increased xerophytic landscaping that are consistent and compatible with the City's Landscape Standards should be encouraged with ties to incentives for low-income housing production. Xerophytic landscaping may be substituted for normal "lush" landscaping standard for low-income projects.

Water conservation would also be encouraged by requiring the use of reclaimed water for grading purposes during construction periods or by providing incentives for developments if water conservation fixtures and appliances are utilized in new construction.

Retrofitting of existing housing units with water conserving appliances or fixtures should be encouraged. During times of water alerts and shortages, retrofitting and the savings produced may allow residential development without a net increase in water consumption.

3. TOPOGRAPHY

a. Constraints

Topography can be a key constraint to housing development, as it removes significant acreage in the city from development and contributes to the land prices. Carlsbad, through an adopted Hillside Development Ordinance, does not allow significant amounts of grading without required regulatory permits.

Land that has slopes of over 40% is precluded from calculating density on the site. Slopes under 40% and greater than 25% are allowed one half of the site's density. Carlsbad has over 5,000 acres that are constrained topographically. Hilly land that is allowed for development has significantly more costs associated with its improvements than flat level land. These cost are usually passed on to the homebuyer or renter.

b. Mitigating Opportunities

The City in order to achieve development compatible with the community and preserve unique scenic qualities of hillside topography has developed a hillside ordinance. Provisions of this ordinance call for no residential development on hillsides with slopes greater than 40%. On slopes with inclination greater than 25% but less than 40%, density is reduced by one half. A possible incentive for low-income housing would be a density credit in hillside acreage of slopes greater than 25% or less than 40%. This would increase the yield of low-income units over what normally could be provided, especially with developments in hillside areas. The City could make other efforts, such as modifications to the Hillside Development Standards for affordable projects.

4. MCCLELLAN/PALOMAR AIRPORT

a. Constraints

Carlsbad is home to the McClellan-Palomar Airport, a public general aviation facility. In 1970, the State of California enacted a law requiring the formation of an Airport Land Use Commission in each county containing a public airport. Among the duties of this Commission is the formulation of a Comprehensive Land Use Plan (CLUP). In San Diego County the San Diego County of Governments (SANDAG) has been designated as the Airport Land Use Commission.

In 1974 the original Land Use Plan for the McClellan-Palomar Airport was adopted and in 1986 a revised plan was adopted. The plan was adopted to assist in ensuring compatible land use development in the area surrounding the McClellan-Palomar Airport. The plan contains the Airport's Influence Area, projected noise contours, clear zone, flight activity zone, land use compatibility matrix and recommendations. The significant restrictions to housing and residential development are within the flight activity zone and within certain projected noise contour levels. The flight activity zone contains areas restricted from certain uses due to crash hazards. The projected noise contour levels are used to quantify noise impacts and to determine compatibility with land uses. Noise levels are quantified based on a descriptor of daily noise level, the community noise equivalent level (CNEL). The boundaries of these levels are defined as "contours" and are depicted on the Airport Noise Contour Map.

The contour does not define a land area in which residential uses are unsuitable. Rather, the contour identifies an area in which mitigation measures may have to be utilized to reduce the impact of aircraft noise on dwelling units other than single family detached. State Noise Standards have adopted the 65 CNEL contour level as the value defined as a boundary within which the noise environment is not suitable for residential use.

b. Mitigating Opportunities

The City's General Plan Land Use Map shows the area around the McClellan-Palomar Airport as being industrial in nature, with some agricultural uses. There are no residentially zoned lands, as the Land Use Map indicates only future Industrial and Open Space Use in close proximity to the airport.

Although the area is primarily industrial there does exist opportunities for residential habitation. The P-M zoning district of the City's Zoning Ordinance allows multifamily residential development providing it serves with or is built in conjunction with adjoining industrial development. Any multifamily development within the 65 CNEL is subject to a noise study and the resulting mitigation measures.

The area around the airport also allows commercial land uses that may include hotels, motels or semi-transient commercial housing structures such as Single Room Occupancy Hotels. Transient Shelters are also allowed in Industrial areas with a conditional use permit

D. ENERGY CONSERVATION

The City of Carlsbad through the housing goal of creating a better jobs-housing balance for the city, has instituted a strategy to encourage increased energy conservation through reducing distance between housing and employment. By reducing potential future commute time and distance for residents, conservation of energy particularly oil and gas, can be promoted. Reduction in distance and travel time may also reduce auto emissions as less commuting to work will occur. Encouragement of future housing in proximity to existing and future transit and rail centers will be continued to reduce driving.

The City will also continue the enforcement in Engineering and Building plan-check of the State Title 24 guidelines that include energy efficiency standards for new development. Additional use of energy saving appliances especially those that are built-in to new housing will be encouraged. The City will require all lower-income projects that utilize City assistance or subsidy to be provided with energy efficient appliances.

The City of Carlsbad currently has regulations in its subdivisions that require where possible that future subdivisions take advantage of solar orientation to reduce heating and cooling costs. Through cooperative efforts with local utilities, the City will encourage retrofitting existing housing stock with appliances and fixture that will increase energy efficiency.

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SECTION III

III - HOUSING GOALS, OBJECTIVES, POLICIES AND PROGRAMS

A. FISCAL CAVEAT

The following section of the Housing Element sets out the City's long-term housing goals and identifies a menu of shorter-term objectives, policy positions, and action programs which can be utilized to achieve these long-term goals.

Taken together these four components (goals, objectives, policies, and programs) comprise a broad-based program for the creation of opportunities for the provision of shelter throughout the City. Via this element the City demonstrates its understanding of the magnitude of the housing problem, as well as its understanding of the need for a substantial commitment of City resources to providing the necessary solutions to the problem.

Having demonstrated this understanding, and having affirmed its commitment towards meeting the City's housing needs, it is nevertheless incumbent on the City to acknowledge that the housing program is but one of a large number of programs competing for the finite fiscal resources of the City. Because of this, it is not possible to subject this program to strict budgetary scrutiny. In addition, there may be legal requirements affecting future encumbrances of funds, as well as demands in other areas requiring the City to make difficult decisions on budgetary priorities. While the City embraces the housing programs contained in the following section, it should be recognized that these programs are intended to provide the most opportunities possible for housing rather than any set minimum of housing units.

Nothing in this observation should be construed to mean that the City has any diminished commitment or diminished obligation to responding to Carlsbad's housing needs. Nor shall this observation be construed as a detraction from the City's goal for self-certification of the housing element in 2004.

B. SUMMARY OF GOALS

The Goals, Objectives, Policies and Programs Section of this Element contains the actions the City of Carlsbad will take to promote housing and shelter opportunities for all segments of the community. This section contains overall *Goal* statements, *Objectives* to meet those Goals, *Policies* on positions the City may take to meet those Goals, and *Programs* which are action statements.

There are six **Goals** stated in this Element. The Goals are articulated as a general "end condition statement", which state a desired achievement. The Goals do not contain an action verb as they reflect a final statement of what the City will hope to achieve. How the goal will be achieved is established via the subordinate objectives, policies and, importantly, action programs.

Under each Goal there are several **Objectives**. Objectives are more specific achievements the city will strive to obtain the more broad-based Goal. Each Objective

should address a particular outstanding housing need that is identified in the previous sections of the Element.

Each Objective will contain one or more **Programs** that will describe an action necessary to achieve the Objective. The Programs are briefly described and are to be implemented over the five-year period of the Element. Due to complexities of certain subjects it is important to take a close look at the impacts and implications that these programs may bring about.

Under many Objectives, but not all, there are **Policies**. Policies are statements on the position the City takes to implement an objective. Policies contained in the Housing Element are important statements as they reflect the City's official position on a matter. Future development must be consistent with these policies. Following each program are these three line items:

FUNDING: indicates the source of funds to be used for each program. Where a funding source indicates General Fund it is to mean that the program uses existing staff or resources and is funded by the General Fund. Some Funding sources indicate the use of State, or Federal funds. Where these funds might become unavailable, implementation of these programs may not be possible.

LEAD AGENCY: indicates the agency, department or authority responsible for the program. When more than one agency is listed it is a joint or cooperative effort. The Housing Authority means the City Council authority over any housing program, the administration and actual staffing of which is to be carried out by the Housing and Redevelopment Department.

TARGET YEAR: indicates the time span for most of the programs, usually from 1999 until 2004.

C. GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL 1 (PRESERVATION)

Carlsbad's existing housing stock preserved and rehabilitated with special attention to housing affordable to lower-income households

OBJECTIVE 1.1 (CONDOMINIUM CONVERSION)

The City will continue to implement the program to monitor conversions to condominium of those rental apartments which house primarily low and moderate income households and limit those conversions that reduce the supply of affordable housing for those income ranges.

POLICY 1.1

Conversions to condominiums of existing rental units which contain households of low and moderate income may not be approved unless findings can be made that the units will remain affordable, and the City has met its need for affordable housing stock for lower and moderate income groups.

PROGRAM 1.1

Continue implementation of the program to restrict condominium conversion when such conversions would reduce the number of low or moderate income housing units available throughout the city. All condominium conversions are subject to the City's Inclusionary Housing Ordinance, therefore, the in-lieu fees or actual afford-able units required by that ordinance would be used to mitigate the impacts of the loss of these rental units from the City's housing stock to lower income house-holds.

FUNDING: Inclusionary Housing In-lieu fee

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 1.2 (MOBILE HOME PARKS)

Reduce or eliminate net loss of existing mobile home rental opportunities available to lower and moderate income households.

PROGRAM 1.2

The City will continue to implement the City's existing Residential Mobile Home Park zoning ordinance (Municipal Code 21.17) which sets conditions on changes of use or conversions of Mobile Home Parks.

FUNDING: Housing Trust Funds

LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 1.3 (MOBILE HOME PARKS)

Retain and preserve the affordability of mobile home parks.

PROGRAM 1.3

The City will assist lower income tenants to research the financial feasibility of purchasing their mobile home park so as to retain rents and leases affordable to its tenants.

FUNDING: Housing Trust Funds, State Grants and Loans, Private loans.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 1.4 (REHABILITATION)

Identify and rehabilitate substandard and deteriorating housing.

PROGRAM 1.4

The Building Department will continue to implement the program to monitor and report to the Housing and Redevelopment Dept., information on housing stock that is substandard and or deteriorating. Identified structures will continue to be reported to the Housing and Redevelopment Dept. for possible assistance under the City's rehabilitation and assistance programs.

FUNDING: CDBG funds, Housing Trust Funds, State and Federal Rehab. Loans, Private rehabilitation loans.

LEAD AGENCY: Building Dept., Housing and Redevelopment Agency.

TARGET YEARS: 1999-2004

OBJECTIVE 1.5 (REHABILITATION SUBSIDIES-RENTAL STOCK)

Provide loan subsidies, loan rebates and other assistance to owners of lower income units in need of repair and rehabilitation.

PROGRAM 1.5

The City, through the Housing and Redevelopment Department and in conjunction with the Building Department, will provide loans, rebates and other support to preserve the existing stock of low and moderate income rental housing. Priority will be given to housing identified by the Building Department as being sub-standard or deteriorating which houses families of lower income and in some cases moderate income. This program depends partially on outside funding from State, and Federal sources.

FUNDING: State grants and loans. Private lending institutions, Redevelopment Set-Aside funds, CDBG funds.

LEAD AGENCY: Housing and Redevelopment Dept., Building Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 1.6 (ACQUISITION AND REHABILITATION)

Acquire rental housing from private owners utilizing various local, state, and federal funding sources, and rehabilitate deteriorated structures if needed.

POLICY 1.6

Of the rental units acquired by the City for rehabilitation purposes by the City's Housing Authority, approximately 20% will be set aside for households in the very low-income range.

PROGRAM 1.6

The City through the Housing and Redevelopment Dept. will implement a program to acquire, using local Redevelopment Set-Aside funds, CDBG, State, Federal and private sector loans, rental housing that is substandard, deteriorating or in danger of being demolished. Twenty percent of the units, once rehabilitated, will be set aside for very-low income households.

FUNDING: Redevelopment Set-Aside, CDBG funds, State and Federal loan programs, private sector loan programs.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 1.7 (REHABILITATION INCENTIVES)

Provide incentives for the rehabilitation and preservation of deteriorating rental units which house lower income residents.

PROGRAM 1.7

The City will provide financial and processing incentives for the owners of lower income rental stock in need of rehabilitation and preservation. These incentives may include, but not be limited to: the deferral or subsidy of planning and building fees, priority processing and financial incentives such as low-interest rehabilitation and property acquisition loans.

FUNDING: Housing Trust Funds, Redevelopment Set-Aside. CDBG Funds.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 1.8 (REHABILITATION-HOMEOWNERS)

Provide rehabilitation assistance, loan subsidies and loan rebates for lower-income households, persons of special needs, and senior homeowners to preserve and rehabilitate deteriorating homes.

POLICY 1.8

The Housing Authority provision of rehabilitation assistance and assistance to homeowners will be targeted to low-income, special needs and senior households in that priority.

PROGRAM 1.8

The City will implement a homeowner rehabilitation program targeted to lower-income, special needs (handicapped, low income large-family, etc.,) and senior households that will consist of financial and processing incentives such as low interest and deferred repayment loans, loan rebates, and priority processing.

FUNDING: Redevelopment Set-Aside, CDBG, State, Federal and private sector loans and grants.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

GOAL 2 (QUANTITY AND DIVERSITY OF HOUSING STOCK)

New housing developed with a diversity of types, prices, tenures, densities and locations and in sufficient quantity to meet the demand of anticipated City and regional growth.

OBJECTIVE 2.1 (REGIONAL HOUSING NEED)

Allow development of sufficient new housing to meet Carlsbad's share of the total regional housing need, as identified in **SANDAG's** *Regional Housing Needs Statement*, the number of which is determined according to the manner in which this Housing Element is to be certified.

PROGRAM 2.1

With the exception of some lower-income and special needs housing which may be assisted by the City, new housing development will be achieved through private sector efforts. New development will be achieved through the auspices of State Planning Law and the City's General Plan and Municipal Code. There is no special program for this overall goal. It is recognized that achievement of this goal will be heavily influenced by private sector marketing strategies; local, state and national economic trends; availability of regional infrastructure and services; and other factors beyond the control of Carlsbad.

OBJECTIVE 2.2 (DEVELOPMENT STANDARDS)

Ensure that development and housing construction achieved through the use of modified codes and standards, that will reduce the cost of housing, will retain quality design and architecture.

PROGRAM 2.2

The Planning Department, in its review of development for all income categories, may recommend waiving or modifying certain development standards or recommending that certain Municipal Code changes be implemented to encourage the development of low and moderate income housing. These recommendations will be reviewed with a goal to reduce costs associated with standards. Although standards may be modified they will also retain aesthetic and design criteria acceptable to the City.

FUNDING: CDBG funds, Redevelopment Set-Aside funds, General funds for administrative purposes only.

LEAD AGENCY: Planning Dept., Engineering Dept., Building Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 2.3 (DEVELOPABLE ACREAGE MONITORING)

Ensure sufficient developable acreage in all residential densities to provide varied housing types for households in all economic ranges.

PROGRAM 2.3

The City will continue to monitor the absorption of residential acreage in all densities and, if needed, recommend the creation of additional residential acreage at densities sufficient to meet the City's housing need for current and future residents. Any such actions shall be undertaken only where consistent with the Growth Management Plan.

FUNDING: Existing City Staff (General)

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 2.4 (ADAPTIVE REUSE)

Provide alternative housing environments by encouraging adaptive reuse of older commercial or industrial buildings.

PROGRAM 2.4

The City should continue to explore the potential for adaptive reuse of aging industrial, commercial and some residential buildings by continuing to implement the existing policy that creates affordable living spaces for combined living/working spaces. The principle targeted area for this type of housing is in the downtown redevelopment area.

FUNDING: Redevelopment Set-Aside, CDBG funds.

LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 2.5 (MIXED USE)

Encourage increased integration of housing with non-residential development.

PROGRAM 2.5

Continue to implement existing ordinances and policies that allow mixed residential and non-residential uses in the building and/or complex. Major commercial centers should incorporate, where appropriate, mixed commercial/residential uses. Major industrial/office centers, where not precluded by environmental and safety considerations, should incorporate mixed industrial/office/residential uses.

FUNDING: Existing City staff (General)

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 2.6 (COASTAL DEVELOPMENT MONITORING)

Identify, monitor, and report the number of affordable housing units constructed, converted, or demolished in the coastal zone.

POLICY 2.6

Pursuant to Government Code Section 65588 and 65590 from January 1, 1982, the City shall monitor, record, and report data on housing units constructed, converted, and demolished in the Coastal Zone together with information regarding whether these units are affordable to lower-income households.

PROGRAM 2.6

As a function of the building process, the City will monitor and record Coastal Zone housing data including, but not limited to, the following:

- 1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.
- 2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments within the coastal zone.
- 3) The number of existing residential dwelling units occupied by persons and families of low or moderate income that are authorized to be demolished or converted in the coastal zone pursuant to Section 65590 of the Government Code.
- 4) The number of residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that are required for replacement or authorized to be converted or demolished as identified in paragraph 3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

FUNDING: General funds - (Administrative only)

LEAD AGENCY: Community Development

TARGET YEARS: 1999-2004

GOAL 3 (GROUPS WITH SPECIAL NEEDS, INCLUDING LOW AND MODERATE INCOME HOUSEHOLDS)

Sufficient new, affordable housing opportunities in all quadrants of the City to meet the needs of groups, with special requirements, and, in particular the needs of current lower and moderate income households and a fair share proportion of future lower and moderate income households.

OBJECTIVE 3.1 (FARM WORKER)

Provide adequate shelter for both the permanent and migrant farm worker.

PROGRAM 3.1

The City shall continue to work with, and assist, local community groups, social welfare agencies, farmland owners, and other interested parties to provide shelter for the identified permanent and migrant farm workers during the five-year housing element period. These efforts will be in coordination with other regional and local programs and will involve neighboring jurisdictions in a cooperative, regional approach.

FUNDING: State and Federal grants and loans. CDBG funds

LEAD AGENCY: Community Development Department.

TARGET YEARS: 1999-2004

OBJECTIVE 3.2 (LARGE FAMILY)

Assure the development of an adequate number of housing units suitably sized to meet the needs of lower-income larger households

POLICY 3.2

In those developments which are required to include 10 or more units affordable to lower-income households, at least 10 percent of the lower income units should have 3 or more bedrooms. This policy does not pertain to lower-income senior housing projects.

PROGRAM 3.2

Those housing projects entering into an agreement with the City to provide lower income housing shall be required to implement Policy 3.2

FUNDING: General Fund (administration only)

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.3 (HOMELESS)

Provide transitional shelters and assistance for the homeless, recognizing that the needs and domain of the homeless exist on a sub-regional rather than purely local scale.

PROGRAM 3.3.a

Carlsbad will continue to facilitate the acquisition, for lease or sale, of suitable sites for transitional shelters for the homeless population. This facilitation would include, but not be limited to: participating in a regional or sub-regional summit(s) including decision-makers from North County jurisdictions and SANDAG for the purposes of coordinating efforts and resources to address homelessness; assisting local non-profits and charitable organizations in securing state funding for the acquisition, construction and management of shelters; continuing to provide funding for local and sub-regional homeless service providers, temporary and emergency shelters; and reviewing local zoning controls to alleviate any barriers to the feasible provision of housing for the homeless, including temporary and/or seasonal portable structures.

FUNDING: Housing Trust Funds, Redevelopment Set-Aside funds, CDBG funds

LEAD AGENCY: Community Development Agency

TARGET YEARS: 1999-2004

PROGRAM 3.3.b

Continue to provide Federal Community Development Block Grant (CDBG) funds to community, social welfare, not-for-profit and religious groups which provide services within the North County area.

FUNDING: CDBG funds

LEAD AGENCY: Housing And Redevelopment Dept.

TARGET YEARS: 1999-2004

PROGRAM 3.3.c

Continue to work with non-profit organization(s) that receive CDBG funds to offer a City Referral Service to refer, on a 24-hour basis, transient homeless individuals and families to local agencies providing services to the homeless, including regional hotel voucher programs through the Regional County Consortium.

FUNDING: Housing Trust Funds, CDBG Funds

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.4 (SENIOR/ELDERLY)

Provide additional senior housing for seniors of different income groups and physical and mental status.

PROGRAM 3.4.a

Continue to implement the current Senior Citizen housing regulations and continue to require monitoring and reporting procedures to assure compliance with approved project conditions. Encourage the provision of a wide-variety of senior housing opportunities, especially for lower-income seniors with special needs.

FUNDING: Existing Staff (General fund)

LEAD AGENCY: Planning Department.

TARGET YEARS: 1999-2004

PROGRAM 3.4.b

Continue to work with senior housing developers and non-profit organizations to locate and construct the 200 units of Senior low-income housing approved through an Article 34 referendum.

FUNDING: Housing Trust Funds, Redevelopment Set-Aside funds, Private financing, state public financing.

LEAD AGENCY: Housing and Redevelopment Dept., Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.5 (LOWER INCOME)

Provide a range of new housing opportunities for lower-income households, in all areas of the city.

PROGRAM 3.5

Through the implementation of various programs, the City will pursue, to the best of its ability, Self-Certification of its Housing Element update at the end of the 1999-2004 housing cycle, in accordance with the criteria detailed in the "Housing Element Self-Certification Report: Implementation of a Pilot Program for the San Diego Region" prepared by SANDAG and dated June, 1998 (also known as the SANDAG Housing Self-Certification Report). The Self-Certification housing production goals for the City of Carlsbad are as follows:

Units affordable to low-income households	258 units
Units affordable to very low-income households	201 units
Units affordable to extremely low-income households	170 units

Should the City not meet the Self-Certification criteria detailed in the SANDAG Housing Self-Certification Report, then the City will pursue, to the best of its ability, the production of the City's regional share goals for lower-income housing units as detailed in the "Regional Housing Needs Statement - San Diego Region", prepared by SANDAG and dated November, 1998. The regional share housing needs for the City of Carlsbad are as follows:

Units affordable to low-income households	1,417 units
Units affordable to very low-income households	1,770 units

FUNDING: General fund and various other funding sources.

LEAD AGENCY: Planning Department, Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.6 (INCLUSIONARY)

Ensure that all master planned and specific planned communities and all qualified subdivisions provide a range of housing for all economic income ranges.

POLICY 3.6.a

A minimum of fifteen percent of all units approved for any master plan community, residential specific plan, or qualified subdivision (as defined in the Inclusionary Housing Ordinance) shall be affordable to lower income-households.

PROGRAM 3.6.a

The City shall continue to implement its Inclusionary Housing Ordinance that requires 15% of all base residential units within any Master Plan/Specific Plan community or other qualified subdivision (currently seven units or more) shall be restricted and affordable to lower income households. This program requires an agreement between all residential developers subject to this inclusionary requirement and the City which stipulates: the number of required lower income inclusionary units; the designated sites for the location of the units; a phasing schedule for production of the units; and, the tenure of affordability for the units. The City shall continue to assist in the funding of the provision of inclusionary units through funds available in the Housing Trust Fund.

FUNDING: Existing staff (General Fund).

LEAD AGENCY: Planning Department.

TARGET YEAR: 1999-2004.

PROGRAM 3.6.b (IN-LIEU CONTRIBUTIONS)

The City will continue to implement its Inclusionary Housing Ordinance that requires, for all subdivision of fewer than seven units, an in-lieu fee. The fee is based on a detailed study that calculated the difference in cost to produce a market rate rental unit versus a lower-income affordable unit. As of January 1, 1999, the in-lieu fee per market rate dwelling unit was \$4,515.00. This amount of this fee may be modified by the City Council from time-to-time and is collected at the time of building permit issuance for the market rate units. The City will also continue to consider other in-lieu contributions allowed by the Inclusionary Housing Ordinance, such as an irrevocable offer to dedicate developable land or participation in programs that assist the City in reaching it's Self-Certification lower-income housing production goals.

FUNDING: General Fund (Administration Only)

LEAD AGENCY: Planning Department

TARGET YEARS: 1999-2004

OBJECTIVE 3.7 (LOWER INCOME DEVELOPMENT AND INCENTIVES)

Provide incentives, housing type alternatives, and city initiated developments and programs for the assistance of lower-income household.

PROGRAM 3.7.a (DENSITY BONUS)

The City shall continue to implement its Residential Density Bonus or In-Lieu Incentives Ordinance (Chapter 21.86 of the Carlsbad Municipal Code), consistent with Government Code section 65913.4 and 65915. (Density Bonus), by granting a minimum of a 25 percent bonus over the otherwise allowed density, and one or more additional economic incentives or concessions that may include but are not limited to: fee waivers, reduction or waiver of development standards, in-kind infrastructure improvements, an additional density bonus above the minimum 25 percent, mixed use development, or other financial contributions in return for the developer guaranteeing that the project will reserve a minimum of 50 percent of the units for Senior or other special need households, or 20 percent of the units for low income households or 10 percent of the units for very-low income households. These units must remain affordable for a period of 30 years and each project must enter into an agreement with the City to be monitored by the Housing and Redevelopment Dept. for compliance.

FUNDING: General Fund (administration only), Housing Trust Funds, Redevelopment Set-Aside funds.

LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004.

PROGRAM 3.7.b (ALTERNATIVE HOUSING)

The City shall continue to implement its Second Dwelling Unit Ordinance (Section 21.10.015 of the Carlsbad Municipal Code) and shall continue to consider other types of alternative housing, such as hotels, single room occupancy units, homeless shelters, and farm worker housing. These alternatives would assist in meeting the City's share of housing for low and very low income households.

POLICY 3.7.b

Approvals and development of alternative housing types such as managed living units, transitional shelters, and migrant farm worker housing are contingent upon meeting the City's required lower income and special housing needs.

PROGRAM 3.7.c (CITY INITIATED DEVELOPMENT)

The City of Carlsbad, through the offices of the Housing Authority and through the Housing and Redevelopment Department, will continue work with private for-profit and especially not-for-profit developers to use local funds from CDBG, Redevelopment Set-Aside funds and other City originated funds and leverage them against State, Federal and private low interest funds to create housing opportunities for low-, very low- and extremely low-income households.

FUNDING: Private Funding, State and Local funding.

LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

PROGRAM 3.7.d (SECTION 8)

Continue the City's Section 8 program to provide additional assisted housing opportunities in the Housing Element Period 1999-2004.

FUNDING: Federal Section 8 funding.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1991-1996

POLICY 3.7.e

Certain lower income housing projects may be excepted from paying the Public Facilities Fees (PFF) pursuant to City Council Policy 17.5.e., which states in part: *The City Council may grant an exception for a low cost housing project where the City Council finds such a project consistent with the Housing Element of the General Plan and that such an exception is necessary. In approving an exception for low cost housing the City Council may attach conditions, including limitation on rent or income levels of tenants. If the City Council finds a project is not being operated as a low cost housing project in accordance with all applicable conditions, the fee, which would otherwise be imposed by this chapter, shall immediately become due and payable.*

PROGRAM 3.7.e (EXCEPTION OF FEE PAYMENT)

Continue to implement City Council Policy No. 17 which allows the exception of the payment of public facility fees for lower-income housing projects. Developments for which Public Facility Fees are excepted may be subject to an analysis of the fiscal impacts of the project to the City.

FUNDING: Redevelopment Set-Aside funds.

LEAD AGENCY: Planning Dept, Housing and Redev. Dept. Finance Dept

TARGET YEARS: 1999-2004

PROGRAM 3.7.f (PRIORITY PROCESSING)

Continue to implement priority processing for lower-income development projects, including accelerated plan-check process, for projects which do not require extensive engineering or environmental review.

FUNDING: General Fund(administration only) CDBG funds

LEAD AGENCY: Community Development Dept.

TARGET YEARS: 1999-2004

PROGRAM 3.7.g (IN-KIND IMPROVEMENTS)

The City will continue to consider contributing to selected lower-income housing development, in-kind infrastructure improvements, including but not limited to: street improvements, sewer improvements, other infrastructure improvements as needed.

FUNDING: CDBG funds, Redevelopment tax increment and Set-Aside funds, General fund.

LEAD AGENCY: Community Development Department
TARGET YEARS: 1999-2004

POLICY 3.7.h.

In order to enable the development of affordable housing, the City will accommodate General Plan Amendments to increase residential densities on all PC and LC zoned properties and all other residentially designated properties. Any proposed General Plan Amendment request to increase site densities for purposes of providing affordable housing, will be evaluated relative to the proposal's compatibility with adjacent land uses and proximity to employment opportunities, urban services or major roads. These General Plan Land Use designation changes will enable up to 23 dwelling units per acre, and, in conjunction with the City's Density Bonus Ordinance, could have potentially unlimited residential density.

PROGRAM 3.7.i

The City shall continue to allow discretionary consideration of density increases above the maximum now permitted by the General Plan through review and approval of a Site Development Plan (SDP).

FUNDING: General Fund (administration only)
LEAD AGENCY: Planning Department
TARGET YEARS: 1999-2004

OBJECTIVE 3.8 (GROWTH MANAGEMENT)

Ensure that incentive programs, such as density bonus programs and new development programs are compatible and consistent with the City's Growth Management Ordinance.

POLICY 3.8.

Pursuant to Council Policy No. 43 (dated April 22, 1997):

To establish guidelines for allocation of "excess" dwelling units when, following the adoption of all residential Local Facilities Management Plans within a quadrant, the Proposition E quadrant cap is greater than the number of dwelling units approved or issued after November 4, 1986, plus the allowable units per Growth Management Control Points.

Although it should not be mandatory that excess dwelling units be allocated if they become available and it would be desirable to not attain the ultimate residential dwelling unit caps established by Proposition E, the following criteria are established to determine eligibility for consideration of "excess" dwelling unit allocation, subject to the required findings in Proposition E.

Projects eligible for consideration in order of priority include:

First Priority

1. *Housing development for lower-income households where allowable housing expenses paid by the qualifying household does not exceed thirty percent (30%) of the gross monthly income, adjusted for household size, at eighty percent (80%) of the county median income.*
2. *Density transfers, clustering of development and dwelling unit locational adjustments which are proposed in order to preserve larger areas of sensitive habitat.*
3. *Infill Single-Family Subdivisions that meet all development standards and where proposed lot sizes will be equal to or greater than adjacent subdivided properties.*

Second Priority

1. *Senior Citizen housing as defined by Carlsbad Municipal Code Section 21.18.045*
2. *Transit oriented development projects where increased residential density is being placed in close proximity to major transit facilities and commercial support services.*
3. *Projects within the existing general plan density range that provide, without compensation, for some significant public facility not required as part of the development process.*

Third Priority

1. *Housing Development for moderate income households where allowable housing expenses paid by these qualifying households does not exceed thirty percent (30%) of gross monthly income, adjusted for household size, at 120 percent (120%) of the county median income.*
2. *Projects proposing a zone change from non-residential to residential based on the following findings;*
 - a.) *The property was zoned for other than residential use on July 1, 1986.*
 - b.) *The property is compatible for residential use without significant mitigation.*
 - c.) *The density of the project does not exceed the Growth Management Control Point of any adjacent residential property.*
3. *Infill multifamily projects that meet all development standards and where the resulting density does not exceed adjacent, existing multifamily projects.*

PROGRAM 3.8

Continue to maintain, monitor and manage the Excess Dwelling Unit Bank, composed of "excess units" anticipated under the city's Growth Management Plan, but not utilized by developers in approved projects. Continue to make excess units available for inclusion in other projects using such tools as density transfers, density bonuses and changes to the General Plan land use designations, consistent with Policy 3.8 above.

FUNDING: Existing Staff(General)

LEAD AGENCY: Planning Dept., Growth Management Division.

TARGET YEARS: 1998-2004**OBJECTIVE 3.9 (SPECIAL HOUSING NEEDS PRIORITIES)**

Ensure that new development constructed by the private sector, and public funds allocated for lower-income and special needs groups, will meet the City's lower-income housing needs.

POLICY 3.9

New development and housing that is set aside for low-, very low-, and extremely low-income households will address the unmet housing needs of the community by priorities set by the Housing Authority through the Planning Department and the Housing and Redevelopment Agency.

PROGRAM 3.9

The City will annually set priorities for its future lower-income and special housing needs. The priorities will be set by the Housing and Redevelopment Department with assistance from the Planning Department and approved by the City Council. Priority given to the housing needs for lower-income subgroups (i.e., handicapped, seniors, large-family, very-low income) will be utilized for preference in the guidance of new housing constructed by the private sector and for the use of fund used or allocated by the City for construction or assistance to low income projects. Setting priorities is necessary to focus the limited amounts of available financial resources on housing projects that will address the City's most important housing needs. Priorities will be set annually as needs fluctuate according to how well they are accommodated over time.

FUNDING: Housing Trust Fund, Redevelopment Set-Aside funds.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEAR: 1999-2004

OBJECTIVE 3.10 (MODERATE INCOME)

Provide a range of new housing opportunities affordable to moderate-income households in all areas of the City.

PROGRAM 3.10.a (MORTGAGE REVENUE BOND)

The City will encourage the development of, subject to market conditions and feasibility, additional units affordable to first-time home buyers of moderate income through a mortgage revenue bond program. The program will be limited to first-time home buyers who rent or work in Carlsbad.

FUNDING: Mortgage Revenue Bonds

LEAD AGENCY: Housing and Redevelopment Dept., Finance Dept.

TARGET YEARS: 1999-2004

PROGRAM 3.10.b (LENDING PROGRAMS)

The City's Housing Authority and Housing and Redevelopment Department will work to secure funding and develop additional lending programs for moderate income, especially first-time home buyers.

FUNDING: Housing Trust Fund and Redevelopment Set-Aside funds

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.11 (SMALLER, MORE AFFORDABLE HOUSING)

Reduce the size of housing, thereby reducing costs and increasing affordability.

POLICY 3.11

Residential subdivisions may be approved with lots smaller than required in the underlying zone, but only when the size of the structures is reduced so as to yield less costly houses. The City will consider alternative measures, including, but not limited to, height limits, lot coverage limits, and maximum floor area ratios as the means to control the size of structures on these smaller lots.

PROGRAM 3.11

The Planning Department shall continue to allow smaller homes at lower costs that create housing more affordable to moderate income households, using mechanisms such as small lot subdivisions, as allowed through the City's Planned Development Ordinance (Chapter 21.45 of the Carlsbad Municipal Code).

FUNDING: General Fund(administration only)

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.12 (LAND BANKING)

Provide adequate land for low income and moderate housing development throughout the city.

PROGRAM 3.12

The City will continue to consider implementation of a land banking program under which it would acquire land suitable for development of housing affordable to lower and moderate income households. The proposed Land Bank may accept contributions of land in-lieu of housing production required under an inclusionary requirement, surplus land from City, County, State or Federal governments, and land otherwise acquired by the City for its housing programs. This land would be used to reduce the land costs of producing lower and moderate income housing developed undertaken by the City or other parties.

FUNDING: CDBG, Redevelopment Set-Aside funds, General Funds (admin only)
LEAD AGENCY: Planning Dept., Housing and Redevelopment Dept.
TARGET YEARS: 1999-2004

OBJECTIVE 3.13 (COMMUNITY REINVESTMENT ACT)

Monitor the lending practices of local lending institutions for compliance under the Community Reinvestment Act to evaluate lending activities and goals towards meeting the communities credit needs.

POLICY 3.13

The City will annually evaluate its banking practices with local and regional lending institutions based on CRA lending reports. The City will reevaluate its relationship with lending institutions that are substantially deficient in their CRA ratings.

PROGRAM 3.13

The Housing and Redevelopment Dept., in conjunction with the Finance Department and the City Treasurer will monitor and evaluate local lending institution's compliance with the CRA Lending institutions which are deficient in meeting CRA lending responsibilities in areas such as multifamily construction and lending for affordable housing will be identified. The City will explore means to encourage greater lending activities in Carlsbad.

FUNDING: CDBG fund, Redevelopment Set-Aside funds
LEAD AGENCY: Housing and Redev. Dept., Finance Dept., City Treasurer
TARGET YEARS: 1999-2004

OBJECTIVE 3.14 (HOUSING TRUST FUND)

The City will maintain the Housing Trust fund to facilitate the construction and rehabilitation of affordable housing.

PROGRAM 3.14

The City will continue to maintain the various monies reserved for affordable housing, and constituting the Housing Trust Fund, for the fiduciary administration of monies dedicated to the development, preservation and rehabilitation of housing in Carlsbad. The Trust Fund will be the repository of all collected in-lieu fees, impact fees, housing credits and related revenues targeted for proposed housing as well as other, local, state and federal and other collected funds.

FUNDING: In-lieu fees, Housing Impact Fees, real property transfer tax, and CDBG funds, local, state and federal funds.
LEAD AGENCY: Housing and Redevelopment Dept., Finance Dept.
TARGET YEARS: 1999-2004

OBJECTIVE 3.15 (HOUSING ELEMENT/ANNUAL REPORT)

Ensure that the Housing Element retains its viability and usefulness through annual amendments, review and monitoring.

PROGRAM 3.15

To retain the Housing Element as a viable policy document, the Planning Department will undertake an annual review of the Housing Element and schedule an amendment if required. Staff will also develop a monitoring program and report to the City Council, and California Department of Housing and Community Development, if required, annually on the progress and effectiveness of the housing programs.

FUNDING: General Fund

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 3.16 (ACCESSIBILITY FOR PERSONS WITH DISABILITIES)

Ensure that new and significantly remodeled multifamily residential buildings provide access for disabled persons in accordance with State accessibility requirements.

PROGRAM 3.16

The City will continue to enforce Title 24 of the State Building Code with regard to accessibility for persons with disabilities through the review of site plans and building permits for new construction and significant renovation of multifamily residential dwellings.

FUNDING: General Fund

LEAD AGENCY: Building Dept., Planning Dept.

TARGET YEARS: 1999-2004

GOAL 4 (HOUSING, JOBS, WORK FORCE BALANCE)

Maintenance of a high quality of life and a strong local economy through a balance of residential and non-residential development, in particular, a balance of the skills desired and wages offered by local employers; the skills and education possessed, and wages earned by the local work force; and the cost of local housing.

OBJECTIVE 4.1 (HOUSING IMPACT FEE)

Achieve a balance between 1) the numbers of local jobs created relative to the availability of housing, and 2) the cost of housing relative the wages that are offered.

PROGRAM 4.1

The City will continue to assess the impact of commercial and industrial development on housing demand, and the ability of local employees to afford local housing. Where adverse impacts are identified, mitigation measures will be considered to reduce the

impact. These measures will include, but are not limited to, the requirement for commercial and industrial developers and employers to contribute an in-lieu fee towards the production of affordable housing and employer assistance to finance affordable housing for their employees.

FUNDING: General Fund (administration only)

LEAD AGENCY: Planning Dept.

TARGET YEARS: 1999-2004

GOAL 5 (RESOURCE CONSERVATION)

New and redeveloped housing which conserves natural resources, in particular energy and water.

OBJECTIVE 5.1 (ENERGY CONSERVATION)

Promote energy conservation in new housing development.

PROGRAM 5.1

The City will continue to implement energy conservation measures in new housing development through State Building Code, Title 24 regulations, and solar orientation of major subdivisions through Title 20., Chapter 17 of the Municipal Code.

FUNDING: Private funding

LEAD AGENCY: Community Development Dept.

TARGET YEARS: 1999-2004

OBJECTIVE 5.2 (WATER CONSERVATION)

Promote resource conservation including water conservation in new housing development.

PROGRAM 5.2

New housing construction developed under a water emergency may be required to develop strict conservation guidelines, including but not limited to, mandatory installation of low flush and low flow bathroom and kitchen fixtures, xerophytic landscaping or suspension of landscaping requirements until the water emergency is lifted, and requiring the use of reclaimed water in all construction grading projects. Any such actions shall be in accord with policies adopted by the City in response to declared emergencies.

FUNDING: Private funding

LEAD AGENCY: Community Development Dept.

TARGET YEARS: 1999-2004

GOAL 6 (OPEN AND FAIR HOUSING OPPORTUNITIES)

All Carlsbad housing opportunities (ownership and rental, fair-market and assisted) offered in conformance with open housing policies and free of discriminatory practices.

OBJECTIVE 6.1 (FAIR HOUSING)

Provide a community-wide education program on fair housing laws and practices through the distribution of written materials and public presentations, and monitor and respond to complaints of discrimination in housing.

PROGRAM 6.1

With assistance from outside fair housing agencies, the Housing and Redevelopment Department, which consists of the Housing Authority and Redevelopment Agency, will provide educational materials on "fair housing law and practices" to tenants, property owners, and others involved in the sale and rental of housing within the City of Carlsbad. This information will be available upon request and also distributed at seminars, presentations and public locations such as the City library, community recreation centers, administration buildings and the Chamber of Commerce, as well as through newsletters and other appropriate media.

FUNDING: CDBG funds, Section 8 and Redevelopment Administration funds.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

PROGRAM 6.2

With assistance from outside fair housing agencies, the Housing and Redevelopment Department will continue its program to monitor and respond to complaints of discrimination. As appropriate, the Department will refer interested parties to the appropriate agencies for fair housing complaint investigation, processing and resolution. If any action is required beyond local agency action, complaints will be forwarded to the appropriate State and/or Federal Agencies.

FUNDING: Section 8 and Redevelopment Administration Funds, CDBG funds.

LEAD AGENCY: Housing and Redevelopment Dept.

TARGET YEARS: 1999-2004

PROGRAM 6.3 (MILITARY, STUDENT REFERRALS)

The City will assure that information on the availability of assisted, or below-market housing is provided to all lower-income and special needs groups. The Housing and Redevelopment Agency will provide information to local military and student housing offices of the availability of low-income housing in Carlsbad.

FUNDING: CDBG Funds, Redevelopment Set-Aside funds.

LEAD AGENCY: Housing and Redevelopment Agency

TARGET YEARS: 1999-2004



Open Space & Conservation Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Open Space and Conservation Element of the General Plan establishes policies for the development of a comprehensive, connected open space system and for the protection and conservation of the City's natural and historic resources.

It is the intent of the Open Space and Conservation Element to:

1. Realize the social, economic, aesthetic and environmental benefits which accrue from the preservation of open space within an urban environment.

2. Ensure the benefits which accrue from the conservation, management and utilization of natural and historic resources.

Goals, objectives and action programs to preserve and regulate land for open space and conservation purposes are included in this Element. Future policies and programs should also be developed using this Element as a basis. The main intent of this Element is to:

1. Provide specific programs for the preservation and conservation of land and natural and historic features, and provide regulations necessary to control the possible negative impact of development which may be allowed.

2. Identify and protect, where appropriate, existing open land, natural and historic resources, and environmental features as integral and necessary components of the Open Space and Conservation Element.

"Goals, objectives and action programs to preserve and regulate land for open space and conservation purposes are included in this Element."

The contents of the Open Space and Conservation Element meet the requirements of state law and provide the City of Carlsbad with a comprehensive document dealing with Open Space and conservation resource management. The structure of the element as contained herein is as follows:

Open Space and Conservation Element

- State Law
- Relationship to Other Elements
- Background
- Goals
- Objectives
- Implementing Policies and Action Programs

For organization clarity, the goals, objectives and implementing policies and action programs have been grouped into eight topics or sections: Open Space Planning and Protection; Obtaining Open Space; Special Resource Protection; Trails/Greenway System; Promotion of Agriculture; Air Quality Preservation; Water Quality Protection; and Historic and Cultural Preservation.

The Open Space and Conservation Element is not intended, and shall not be construed, as authorizing the City to exercise its power to adopt, amend or repeal an open space or conservation zoning ordinance in a manner which will take or damage private property for public use without payment of just compensation therefore. This plan is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or of the United States.

B. STATE LAW

Under State law (Section 65302 et seq., California Government Code), cities must adopt both Open Space and Conservation Elements. The City of Carlsbad has chosen to combine the two elements into one comprehensive element. This element establishes policies for the preservation and conservation of open space land; estab-



lishes policies to guarantee the viability of natural and human ecosystems; and guides the protection of physical, cultural, historic, visual and natural resources within the City.

C. RELATIONSHIP TO OTHER ELEMENTS

The Open Space and Conservation Elements have been combined because of their strong interrelationship. They guide and coordinate decisions related predominantly to the undeveloped land and water surfaces which influence and shape the formal quality of Carlsbad's physical environments. Because open space is a central component in determining a balanced land use pattern, this element bears a strong relationship to the Land Use Element. Open space serves to provide visual relief to the urban form resulting from all the other land uses. The Land Use Map which is a part of the Land Use Element identifies designated open space areas.

The Open Space and Conservation Element relates to the Parks and Recreation Element in that parks are considered necessary and beneficial open space uses. There is a relationship with the Circulation Element and the Noise Element in that larger open space buffers and setbacks are encouraged along designated scenic roadway corridors, which not only provide visual open space, but help to mitigate noise from roadway traffic. Because the Public Safety Element identifies severe-hazardous areas, especially areas subject to geologic hazards, to be considered for open space use, there is also a relationship with the Open Space and Conservation Element.

Finally, the City's Growth Management Plan contains standards to ensure that an adequate amount of open space is provided as growth occurs in the City.

II. FRAMEWORK FOR OPEN SPACE & CONSERVATION PLANNING

A. OPEN SPACE DEFINITION AND CLASSIFICATION SYSTEM

Open Space Classification

"Open Space is defined as any area of land or water which, for whatever reason, is not developed for urbanized uses and which therefore enhances residents' quality of life. The open space may be in its natural state or modified in such a way that the modification itself contributes to this enhancement."

Because of Carlsbad's unique environmental and open space opportunities, a special definition of open space has been adopted which includes and expands upon all the categories of open space provided for in State Law. The following classification divides the broad definition of open space into its many constituent parts. This classification, and the numerical and letter codes ascribed to each type of open space, have been used throughout this element and throughout the Carlsbad Open Space and Conservation Resource Management Plan, with the intent of making easier cross referencing between different parts of these documents. Any specific area of open space may fall into one or more of these categories.

Open space is defined as:

Any area of land or water which, for whatever reason, is not developed for urbanized uses and which therefore enhances residents' quality of life. The open



space may be in its natural state or modified in such a way that the modification itself contributes to this enhancement.

Open space may fall into one or more of the following five categories:

CATEGORY 1: Open Space for Preservation of Natural Resources

- a. Plant/Animal Life/Habitat.
 - i) Trees and Woodlands;
 - ii) Forests and Groves;
 - iii) Plant life;
 - iv) Animal life;
 - v) Habitat for fish and wildlife species; or
 - vi) Buffers, links and corridors to enhance the preservation of natural resources.
- b. Nature Preserves.
- c. Water Features.
 - i) Oceans;
 - ii) Rivers;
 - iii) Streams;
 - iv) Lagoons;
 - v) Lakes;
 - vi) Ponds; or
 - vii) Estuaries.
- d. Beaches/Bluffs/Banks.
 - i) Coastal beaches;
 - ii) Coastal bluffs and cliffs;
 - iii) Lagoon beaches;
 - iv) Lakeshores;
 - v) Banks of rivers and streams; or
 - vi) Watershed lands.
- e. Canyons/Hillsides.
 - i) Hillsides;
 - ii) Slopes; or
 - iii) Canyons for preservation of natural resources.

f. Wetlands.

g. Riparian Areas.

CATEGORY 2: Open Space for Managed Production of Resources

- a. Forestry/Agriculture/Aquaculture.
 - i) Forest lands;
 - ii) Rangeland;
 - iii) Agriculture;
 - iv) Aquaculture;
 - v) Horticulture, including greenhouses; or
 - vi) Flower fields.
- b. Water Management.
 - i) Water reservoirs;
 - ii) Ground water recharge basins; or
 - iii) Watershed lands.
- c. Commercial fishery elements, including bays, estuaries, marshes, rivers and streams.
- d. Major Mineral resources.

CATEGORY 3: Open Space for Outdoor Recreation (Programmed and Unprogrammed)

- a. School grounds.
 - i) School playgrounds; or
 - ii) School athletic fields and courts.
- b. Public parks/recreation areas (programmed and unprogrammed).
 - i) City parks;
 - ii) Special use areas;
 - iii) Special resource areas, including beaches;
 - iv) State recreation areas;
 - v) Other public recreation areas, other uses of a trail; or
 - vi) Areas for access to park and recreation sites, lakeshores, beaches, lagoons, lakes, ponds, rivers, streams, estuaries and coastal bluffs and cliffs.



c. Greenways.

- i) Links and greenways between major recreation and open space areas, including the recreational use of utility easements, and railroad corridors;
- ii) Recreational use of banks of rivers and streams; or
- iii) Scenic highways.

d. Trails for walking, hiking, biking, and skateboarding, including associated improvements such as staging areas, picnic areas and viewpoints.

- i) Carlsbad Trail System; and
- ii) All other trails.

e. Campgrounds.

f. Golf courses.

g. Private recreation areas, including beaches.

- i) Homeowner pocket parks;
- ii) Ballfields;
- iii) Beaches; or
- iv) Other.

h. Equestrian facilities.

CATEGORY 4: Open Space for Aesthetic, Cultural and Educational Purposes

a. Scenic/Historic/Cultural/Educational Value.

- i) Scenic;
- ii) Historic, and cultural value, including paleontological and archaeological areas; or
- iii) Educational value, including significant and/or representative natural habitats, hydrologic, and geological areas.

b. Buffers between land uses, including larger setbacks (building and roadways), and open space marking entries to major developments or neighborhoods.

c. Greenbelts providing separation from surrounding communities.

d. Open space gateways marking entry from surrounding communities and within the City.

e. Museums/Arboreta/Zoologic/Botanical.

- i) Museums;
- ii) Arboreta;
- iii) Zoologic; or
- iv) Botanical gardens.

CATEGORY 5: Open Space for Public Health and Safety

a. Hazardous or special condition areas.

- i) Airport safety zones;
- ii) Earthquake fault zones;
- iii) Manufactured and/or natural steep slopes and hillsides;
- iv) Unstable soils;
- v) Watersheds;
- vi) Floodplains;
- vii) Landslide-prone areas;
- viii) Other hazardous areas; or
- ix) Buffers around said resources.

b. High fire-risk areas.

c. Areas for protection and conservation of water

d. Areas for protection and enhancement of air quality.

e. Bluffs subject to wave erosion.

B. PROTECTION OF OPEN SPACE LANDS

There are a variety of regulatory measures which protect environmental resources in the City of Carlsbad. These regulations operate at all levels of government, including federal regulations such as the National Environmental Policy Act (NEPA), state regulations and agencies such as the California Environmental quality Act (CEQA), and city regulations such as the Carlsbad Municipal Code.



The applicability of these various types of open space in Carlsbad, is shown in Table 1: Regulatory Open Space Protection. A brief discussion of the regulatory measures included in Table 1 can be found below. The shaded boxes indicate which regulations may play a role in preserving the various types of open space.

Understanding the degree of protection already afforded to various types of open space by existing regulations, played an important role in the development of the City's open space plan.

"There are a variety of regulatory measures which protect environmental resources in the City of Carlsbad. These regulations operate at all levels of government, including federal regulations such as the National Environmental Policy Act (NEPA), state regulations and agencies such as the California Environmental Quality Act (CEQA), and city regulations such as the Carlsbad Municipal Code."

OPEN SPACE REGULATIONS

The following is a brief discussion of the primary environmental regulations which assist in the protection of open space in the City of Carlsbad.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) of 1969 applies to projects entirely or partially financed with federal funds. It operates in a manner similar to the California Environmental Quality Act (CEQA), which is discussed below, requiring the preparation of an Environmental Impact Statement (EIS) which is comparable to the CEQA Environmental Impact Report.

Endangered Species Act

Both the State and Federal Endangered Species Acts provide legislation to protect the habitats of listed species as well as the species themselves. Projects that may destroy or adversely modify the critical habitat of a federally or state-listed, threatened or endangered species, regardless of acreage impacts, require formal consultation with the United States Fish and Wildlife Service (USFWS), pursuant to Section 7 of the federal Endangered Species Act, or the California Department of Fish and Game (CDFG), pursuant to the California Endangered Species Act. In either case, impacts would be specifically evaluated and may require mitigation. The federal act requires the USFWS to make a determination with regard to "jeopardy" to the species. If jeopardy is found, the USFWS would likely ask for alternatives and measures to avoid or reduce impacts to the species to the greatest degree possible. Any federal agency action on a project, such as a Section 404 permit, would with regard to "jeopardy" to the species. If jeopardy is found, the USFWS would require that the federal agency engage the USFWS in a formal consultation per Section 7 of the Endangered Species Act. Project impacts are reviewed to determine whether the project "may affect" or may "take" federally listed threatened or endangered species.

Similarly, the State act prohibits agencies from approving projects under CEQA that would jeopardize the continued existence of a candidate species or listed species, and requires the development of alternatives consistent with the CDFG (Fish and Game Code Section 2081), although habitat protection is not guaranteed. The vehicle for CDFG project approval is a Mitigation Agreement.

Army Corps Permits

The U.S. Army Corps of Engineers (ACOE) is responsible for the issuance of permits under the Clean Water Act for the discharge of dredged or fill materials into the waters of the United States. Water of the United States is the broad category of the jurisdictional range of the ACOE that may or may not contain vegetated wetland

TABLE 1: REGULATORY OPEN SPACE PROTECTION

OPEN SPACE TYPE	NEPA	Endangered Spec Acts	Army Corps Permits	CEQA	CA Fish/Game 1601/1603	State Lands Commission	State Recreation	L.C.P.	Municipal Code	Growth Mangmt	Land Trusts
1. Open Space for Preservation of Natural Resources											
1a. Plant/Animal Life/Habitat											
1b. Nature Preserves											
1c. Water Features											
1d. Beaches/Bluffs/Banks											
1e. Canyon/Hillsides											
1f. Wetlands											
1g. Riparian Areas											
2. Open Space for Managed Production of Resources											
2a. Forestry/Agriculture/Aquaculture											
2b. Water Management											
2c. Commercial Fisheries											
2d. Mineral Resources											
3. Open Space for Outdoor Recreation (Programmed and Unprogrammed)											
3a. School Grounds											
3b. Public Parks/Recreation Areas											
3c. Greenways											
3d. Trails											
3e. Campgrounds											
3f. Golf Courses											
3g. Private Recreation Areas											
3h. Equestrian Facilities											



Protection Provided

TABLE 1: REGULATORY OPEN SPACE PROTECTION

OPEN SPACE TYPE	NEPA	Endangered Spec Acts	Army Corps Permits	CEQA	CA Fish/Game 1601/1603	State Lands Commission	State Recreation	L.C.P.	Municipal Code	Growth Mangmt	Land Trusts
4. Open Space for Aesthetic, Cultural and Educational Purposes											
4a. Scenic/Cultural/Educational											
4b. Land Use Buffers/Entries											
4c. Greenbelt											
4d. Gateways											
4e. Museums/Aboreta/Zoologic/Botanical											
5. Open Space for Public Health and Safety											
5a. Hazardous Areas											
5b. Fire Risk											
5c. Water Protection											
5d. Air Quality											
5e. Wave Erosion											



habitats. All wetlands, therefore, are also waters of the United States and are legally defined with respect to the ACOE permitting requirements in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands.

Aggregate wetland impacts, defined as direct fill or indirect effects of fill greater than 1 acre, require a permit. Certain activities in wetlands or waters of the U.S. are automatically authorized, or granted a National permit, provided they meet specific conditions. All impacts of 10 acres or more require an Individual Permit, which includes consultation with federal agencies, public notice, and preparation of a project alternatives analysis, under the 404(b)(1) Guidelines, that must address avoidance or minimization of wetland impacts.

All permit applications to the ACOE are evaluated under the EPA's 404(B)(1) Guidelines. The guidelines are used as the primary environmental criteria for evaluating the necessity of a proposed discharge of dredged or fill material into waters of the United States. Evaluation under the guidelines determines whether the least damaging and feasible environmental alternative is sought, and whether unavoidable impacts are mitigated appropriately. The basic premise under the guidelines is that mitigation should not be used to offset avoidable impacts. If it is determined that avoidable impacts will occur from the project, an individual permit including public review and detailed alternative analysis may be required.

The U.S. Fish and Wildlife Service does not have a formal permitting process of their own for wetland habitats, but is advisory to the ACOE under Section 404 of the Clean Water Act and via the Federal Fish and Wildlife Coordination Act for all proposed wetland impacts. The Fish and Wildlife Coordination Act provides that the USFWS must be consulted for any proposed impact to wetlands that is under federal review. The USFWS is allowed to comment on all proposed impacts with a view to the conservation of wildlife resources by preventing or reducing the avoidable loss, or damage to, wildlife resources.

In addition, proposed impacts to wetlands that may jeopardize a federally-listed threatened or endangered species or destroy or adversely modify the critical habitat of such species, regardless of acreage impacts, may require formal consultation with the Corps of Engineers and the USFWS pursuant to Section 7 of the Federal Endangered Species Act.

California Environmental Quality Act (CEQA)

CEQA was adopted in 1970 with the intention of ensuring that information regarding the environmental impacts of a proposed project would be available to bodies responsible for approving or denying that project. CEQA requires the preparation of an Environmental Impact Report (EIR) if the proposed project will have "significant" environmental impacts. The EIR must identify environmental impacts and suggest project alternatives and mitigation measures. The approving agency should not approve a project as proposed if there are alternatives or mitigation measures which would substantially lessen the impacts. Therefore, CEQA forms a powerful open space protection tool for certain resources, including all open space for the protection of natural resources, open space for agriculture, forestry and aquaculture, mineral resources, parks and recreation areas, scenic resources, and a variety of public health and safety hazards.

California Department of Fish and Game Codes 1601/1603

The California Fish and Game Code, the CDFG, must be contacted for a Streambed Alteration Agreement for any project that may impact a stream or wetland. The CDFG generally evaluates the information gathered during preparation of the project's EIR/EIS and attempts to satisfy its permit concerns in these documents. The CDFG often accepts mitigation for stream or wetland impacts as a product of the agreement. The policy of "no net loss" of wetland habitat is maintained by the CDFG. Typically, construction restrictions and mitigation conditions are established for granting of their agreement. Any impact to wetlands will require re-creation of wetlands on



at least an acre-for-acre basis. Replacement ratios are generally higher, however, to offset the immediate loss, replacement time, and inherent failures in mitigation attempts. Section 1601 applies to public agency proposals and Section 1603 for private-sector proposals.

State Lands Commission

The State Lands Commission is an independent agency, under the direction of a board, with responsibility for administering certain public lands owned by the state or under its control, including vacant school sites, tide-lands, submerged lands, swamp and overflowed lands, and beds of navigable rivers and lakes. With powers to sell, lease or dispose of lands, provided any such action is in the public interest, and with the authorization to approve or deny permits for private use of state lands, the Commission may play a role in protecting certain open space areas in Carlsbad.

State Recreation Planning

The State Recreation Planning column is included in Table 1: Regulatory Open Space Protection not because of any regulations administered by the State Recreation Department, but rather because the de facto operations of the department serve to protect certain coastal resources within Carlsbad. The State owns land for the State Beach Recreation Area, as well as additional land in Zone 3, which it may seek to develop to expand the existing camping facilities offered at the State Beach. Thus, the state's recreation provision and planning have an impact on the open space inventory in Carlsbad.

It should also be noted that under Article 6: California Recreation Trails, State Public Resources Code, addressing "Open-Space Elements and Trails", State law 5076 says: "In developing the open-space element of a general plan ... every city and county shall consider demands for trail-oriented recreational use and shall consider such demands in developing specific open-space programs."

Local Coastal Program

Each of the 15 counties and 53 municipalities along the California coastline is required by the California Coastal Act to prepare a Local Coastal Program (LCP). The LCP includes two main components: a land use plan and related implementing measures including a zoning map and zoning ordinance. In particular, the local coastal land use plans include measures specifically intended to protect natural open space resources, scenic resources, agricultural lands, and public access rights.

Carlsbad Municipal Code

There are a number of components of the City's municipal code which serve to protect open space resources. These include the protection from development of specific resources such as steep slopes, as well as, measures which guide the City's project design review process. The municipal code specifically addresses the protection of all the types of open space included under Category 1: Open Space for the Preservation of Natural Resources, certain types of agriculture, certain recreational open spaces, scenic resources, and certain health and safety issues. Particular components of the municipal code which regulate open space include the Open Space Ordinance, the Hillside Ordinance, the Planned Development Ordinance, the residential park land dedication requirements, and the industrial park land dedication requirements.

Carlsbad Growth Management Program

The City's growth management program includes two critical components with regard to protection of open space in Carlsbad. The first requires that all projects prepare a constraints map indicating the locations of a variety of resources considered environmentally constrained. Beyond this environmentally constrained "set-aside", the growth management program requires that an additional 15-percent of the otherwise developable land be set aside for open space. (The growth management 15-percent open space standard does not apply in certain zones because, at the time the standard was established,



the zones were already developed and/or met or exceeded the requirement.) The administration of this 15-percent requirement forms a vital component of the implementation proposals of this element. However, the open space types indicated in Table 1 as protected under growth management are those that are regulated without consideration of the additional 15-percent requirement.

Land Trusts

Throughout America, there are a growing number of local, state, and regional groups called land trusts, conservancies, or foundations. These private, nonprofit, tax-exempt charitable corporations typically share a common goal in attempting to protect open space lands threatened by development. Some land trusts are formed to address a specific resource. One such local group is the Buena Vista Lagoon Foundation. However, the more active trusts try to affect land use patterns throughout their community. The inclusion of "Land Trusts" as a column in Table 1 is an attempt to recognize the types of open space most likely to be protected by the action of such a group if one were active in Carlsbad.

C. CONSTRAINED LANDS

"Environmentally constrained" lands are areas in which development is not permitted due to environmental conditions and which include beaches, permanent bodies of water, floodways, slopes greater than forty (40) percent, significant woodland habitats, and other significant environmental features as determined by the environmental review process or by the City Council. Environmentally constrained lands are prohibited from development under the federal, state and local regulations described above.

Additionally, other lands are sometimes described as "constrained". These lands are areas which are precluded from development because of City regulations, and may include railroad track beds, Circulation Element roadways, and major powerline easements.

Environmentally constrained lands and some of the other lands considered constrained under City regulations form an important, major component of the City's open space system.

"Environmentally constrained lands are areas in which development is not permitted due to environmental conditions and which include beaches, permanent bodies of water, floodways, slopes greater than forty (40) percent, significant woodland habitats, and other significant environmental features as determined by the environmental review process or by City Council."

D. PRECLUDING DEVELOPMENT ON OPEN SPACE LANDS

Not all land that is intended for open space use is environmentally constrained or otherwise constrained from development. In addition to constrained lands, the City requires that additional lands be designated as open space. The City requires that these additional open space lands, considered developable under City regulations, be protected from future development. There are several methods that can be used to protect these lands, including the establishment of open space easements, zoning the property open space, City purchase of the land for open space purposes, and designating the land as open space in the Land Use Element. The following is a summary of these methods of protecting lands as open space.



Open Space Easement

An easement is a grant of one or more property rights by the property owner, to and for the use by the City and/or the public. An open space easement is one which precludes the future or additional development of land covered by the easement and which may allow public use of that land.

Open Space Zoning

The district established to regulate open space lands in the City of Carlsbad within which regulations and requirements uniformly govern the use of the land.

Purchase of Open Space Land

The acquisition of fee interest in open space lands for just compensation.

General Plan Open Space

One of the land use classifications identified in the Land Use Element of the General Plan is open space. Lands classified as open space are precluded from development under the Open Space and Land Use Elements of the General Plan.

E. EXISTING AND APPROVED OPEN SPACE

The City of Carlsbad includes substantial areas which are already developed and in which, therefore, the pattern of open space has largely been defined. Additionally, there are many projects for which planning approvals have been given, although the projects have not been constructed. Open space lands that are considered as existing and approved include:

- * Open space which was dedicated or designated in the past and which is, therefore, part of the City's current inventory of open space areas. This includes open

space protected by easement, open space zoning, open space General Plan designation, or is publicly owned;

- * Open space included in projects which have approved tentative maps or final maps; and

- * Open space included in approved master plans and specific plans.

The open space shown in Table 2: Existing and Constrained Open Space Acreages, has been measured on a zone-by-zone basis. The acreage for each zone and the citywide total are estimates. As can be seen in Table 2, the total amount of existing and approved open space in Carlsbad, measured at the end of 1991, equaled approximately 5,900 acres, or roughly 22 percent of the City's total area.

F. CITYWIDE OPEN SPACE PLAN

The following is a discussion of Carlsbad's open space plan from a citywide perspective, defining the relative priorities and general intent for future open space acquisition by type of open space (the types or categories of open space discussed below are those identified in the open space definition and Classification System section).

Table 3: Future Open Space Action Priorities, indicates the relative citywide priorities for each type of open space, as well as the priorities for action on a zone-by-zone basis. The citywide priorities were set by considering the importance of each open space type and also considering the degree of protection already afforded to that type by existing regulations. Thus, for example, while both wetlands and trails could be considered equally important components of the open space system, wetlands are given the lowest citywide priority because they are already effectively protected under existing environmental regulations. Trails, (along with several other resources), on the other hand, are given the highest citywide priority because there is no other program, or set of regulations, which assures implementation of the proposed citywide trail system. To the extent possible, the City should implement the Citywide Open Space priorities.

TABLE 2: EXISTING AND CONSTRAINED OPEN SPACE ACREAGES³

ZONE	EXISTING/ APPROVED OPEN SPACES	CONSTRAINED OPEN SPACE ¹	TOTAL CONSTRAINED & EXISTING/ APPROVED OPEN SPACE ²
1	820.67	18.16	838.83
2	111.10	14.00	125.10
3	71.20	0.72	71.92
4	52.30	1.24	53.54
5	223.50	47.19	270.69
6	405.00	44.46	449.46
7	329.10	5.34	334.44
8	560.00	8.54	568.54
9	202.80	0.00	202.80
10	244.10	78.00	322.10
11	423.60	67.64	491.24
12	207.80	3.56	211.36
13	238.40	7.29	245.69
14	356.40	56.19	412.59
15	256.10	110.62	366.72
16	121.70	15.65	137.35
17	2.10	34.26	36.36
18	250.00	0.00	250.00
19	816.85	12.45	829.30
20	159.30	15.00	174.30
21	20.40	11.56	31.96
22	94.30	0.47	94.77
23	0.00	102.08	102.08
24	48.60	4.45	53.05
25	33.70	97.31	131.01
TOTAL	6,049.02	756.18	6,805.20

¹ The acreages of the Constrained Open Space column reflect only the environmentally constrained land acreages not previously included as part of an approved project, and do not include other constrained elements such as railroad track beds and major powerline easements. Constrained land acreages that were approved as part of a project are included in the Existing/Approved Open Space column.

² The Open Space acreages of this table may differ from acreages delineated in the General Plan Land Use Element. The acreages of this table are derived from the best sources available.

³ The acreages estimated in this table are for use in developing plan implementation programs only. Actual acreages shall be determined by detailed environmental and project review. The acreages in this table are not to be used to establish "minimum" constrained land acreages for any zone.

TABLE 3: FUTURE OPEN SPACE ACTION PRIORITIES

	Citywide	Local Facility Management Zones																								
	Category	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. Open Space for Preservation of Natural Resources																										
1a. Plant/Animal Life/Habitat	1	C	A	B/C	B	A/C	A	A	C	B/C	B/C	A/B	B/C	C	A/C	A/C	A/C	A	A/C	A/C	A	B	C	A/B	A/C	A/C
1b. Nature Preserves	4	C	D	D	D	D	C	C	C	C	D	A	D	C	D	B/C	D	D	B	C	D	D	D	C	D	C
1c. Water Features	1	A	C	A	A/C	A/C	C	D	C	C	D	C	D	B	A/C	A/C	C	D	A/C	C	C	C	D	C	C	A/C
1d. Beaches/Bluffs/Banks	2	D	D	B/C	D	D	C	C	B/C	B/C	D	D	D	A/C	C	D	D	D	C	C	C	C	C	C	D	D
1e. Canyons/Hillsides	2	C	C	C	C	B/C	A/C	C	C	C	C	B/C	A	C	C	C	C	A	C	C	A	C	D	B	C	C
1f. Wetlands	5	C	C	C	C	C	C	C	C	C	C	C	C	C	B	C	C	C	C	C	C	C	C	C	A	A/C
1g. Riparian Areas	4	C	C	C	B/C	C	C	C	C	C	C	C	C	C	B	C	C	C	B	C	C	B	C	A	C	A/C
2. Open Space for Managed Production of Resources																										
2a. Forestry/Agricultural/Aquacultural	5	B	D	D	D	D	D	C	D	D	D	D	D	A/C	D	D	D	D	D	D	D	D	D	D	D	D
2b. Water Management	5	D	D	C	D	D	D	D	D	D	D	D	D	D	C	B	B	D	D	C	D	D	C	B	D	D
2c. Commercial Fisheries	5	B	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
2d. Mineral Resources	5	B	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	B/C
3. Open Space for Outdoor Recreation (Programmed and Unprogrammed)																										
3a. School Grounds	2	E	E	E	E	E	C/E	C/E	E	E	E	B/E	E	E	C/E	E	E	E	A/E	C/E	C/E	E	E	E	E	E
3b. Public Parks/Recreation Areas	1	A/E	E	B/E	E	E	E	E	C/E	C/E	E	B/E	E	B/E	E	E	E	E	C/E	C/E	C/E	E	C/E	E	E	E
3c. Greenways	1	A	D	A	A	A	A	A	A	A	A	A	D	D	A	A	A	A	A	A	A	A/B	A	A	A	D
3d. Trails	1	A	A	A/C	A/B	A/C	A	A/B	A	A/C	A	A	A	A/B	A	A	A	A	A	A/C	A/C	A/B	A/B	A/B	A	D

- 1 Top Citywide Priority
- 2 Second Citywide Priority
- 3 Third Citywide Priority
- 4 Fourth Citywide Priority
- 5 Lowest Citywide Priority

- A Zone Primary Action Priority
- B Zone Secondary Action Priority
- C Already Protected
- D Low Priority or Not Applicable
- E Priority Administered Through Other Programs

TABLE 3: FUTURE OPEN SPACE ACTION PRIORITIES

	Citywide	Local Facility Management Zones																								
	Category	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
3. Open Space for Outdoor Recreation (Programmed and Unprogrammed) (Con't)																										
3e. Campgrounds	5	D	D	B	D	D	D	D	E	C	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D
3f. Golf Courses	5	D	D	D	D	D	C	D	D	D	C	D	D	D	D	C	D	D	D	C	D	D	D	D	D	D
3g. Private Recreation Areas	3	D	D	D	C/D	C/D	C/D	C/D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
3h. Equestrian Facilities	4	D	D	D	D	D	D	D	D	D	D	B	D	D	D	D	D	D	D	C	D	D	D	D	D	D
4. Open Space for Aesthetic, Cultural and Educational Purposes																										
4a. Scenic/Cultural/Educational	1	B	C	B/C	B	B/C	C	B/C	C/E	B/C	B/C	B/C	B	A/B	A/C	B	B	A	A/B	A/C	A	A	B/C	A/B	C	C
4b. Land Use Buffers/Entries	2	D	D	C	D	C	D	C	D	A	B/C	D	D	D	D	B	B	B	B	D	B	B	B/C	D	D	C
4c. Greenbelt	4	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	B
4d. Gateways	2	B	B	A	D	C	A	D	D	A/C	B	A	B	B	D	B	B	D	A	B/C	D	D	D	A	D	B
4e. Museums/Arboreta/Zoologic/Botanical	3	D	D	D	D	D	D	D	E	D	D	D	D	D	D	D	D	D	B	D	D	D	D	D	C	D
5. Open Space for Public Health and Safety																										
5a. Hazardous Areas	5	D	C	D	C	C	C	D	D	D	D	C	D	D	D	C	D	D	C	C	C	D	C	D	D	C
5b. Fire Risk	5	D	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	D
5c. Water Protection	5	D	D	D	D	D	B	D	D	C	D	C	D	D	C	D	D	D	D	D	D	D	D	D	D	D
5d. Air Quality	5	D	D	D	D	D	D	D	D	B	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
5e. Bluffs Subject to Wave Erosion	5	C	D	C	D	D	D	D	D	C	D	D	D	D	D	D	D	D	D	D	D	C	D	D	D	D

- 1 Top Citywide Priority
- 2 Second Citywide Priority
- 3 Third Citywide Priority
- 4 Fourth Citywide Priority
- 5 Lowest Citywide Priority

- A Zone Primary Action Priority
- B Zone Secondary Action Priority
- C Already Protected
- D Low Priority or Not Applicable
- E Priority Administered Through Other Programs



The priorities and actions on a zone-by-zone basis are sometimes referred to in this section, but are fully discussed in the Open Space and Conservation Resource Management Plan.

CATEGORY 1: Open Space for the Preservation of Natural Resources

Plant/Animal Life/Habitat (1a.)

Open space for plant and animal life, and habitat conservation is considered a **Category 1 citywide priority**. The general intent is to optimize natural resource values throughout the open space system, and more specifically, to maximize protection and enhancement of plant and animal life and habitats within various preserves. Much of the protection of plant and animal life, and habitats is accomplished through existing regulatory protection. Additionally, the City is preparing a Habitat Management Plan to provide a planning framework specifically designed to protect such resources. However, in determining the best use for open space within each zone of the City, it is clear that many benefits for plants and wildlife could be integrated with open space set aside for other reasons. For example, the design of linear open space greenways can accommodate trails and protect aesthetic resources in the landscape, but, at the same time, be located so as to serve as additional buffers to riparian woodlands or other sensitive habitat areas.

Nature Preserves (1b.)

Open space for nature preserves is considered a **Category 4 citywide priority**. The protection of plant and animal diversity is important, and the establishment and continued operation of preserves form a key component in achieving this goal. However, the citywide priorities set by this study are primarily concerned with the types of open space which the City should be striving to set aside between now and build out. The existing preserves - Batiquitos and Buena Vista Lagoons and the University of California Dawson Los Monos Reserve - should continue to be managed for natural resource values. Additional future preserves in the City may result from other

agencies' actions (for example through expansion of the University of California Reserve), dedication of additional lands for preserves, or through specific mitigation requirements (for example to mitigate for impacts to coastal sage scrub).

Water Features (1c.)

Water features are considered a **Category 1 citywide priority** for the citywide open space system. Although water features themselves are well protected by environmental regulations, the intent of the open space plan is to expand the amount of open space adjacent to water features and to provide connected open space corridors which are based on the distribution of water features such as creeks. Much of the future open space system in currently undeveloped areas of the City, will be aligned alongside creek corridors.

Beaches/Bluffs/Banks (1d.)

Beaches, bluffs and banks are considered a **Category 2 citywide priority** for future open space planning. In many cases, these resources are already protected through environmental regulations. Wherever such protection fails, the open space system may serve an important role in completing the protection of these resources.

Canyons/Hillsides (1e.)

Canyons and hillsides are considered a **Category 2 citywide priority** for future open space planning. The City's regulations already protect hillsides which exceed 40-percent slope, but this regulation does not protect less extreme slopes. In some cases the more moderate slopes serve important open space functions which might be lost to future development if they are not protected in the open space system.

Wetlands (1f.)

Wetlands are extensively protected under existing environmental regulations, with the U.S. Army Corps of Engineers (COE), the California Department of Fish



and Game (CDFG), and the U.S. Fish and Wildlife Service (USFWS) all having various degrees of control over wetland impacts. Because of the high degree of protection already afforded to wetlands, they are considered a **Category 5 citywide priority** for open space actions. This does not mean that wetlands are considered unimportant in the City's open space system, but rather that their inclusion in the open space system is already assured and therefore no additional protection would generally be required through the open space planning process.

Riparian Areas (1g.)

Riparian areas are considered a **Category 4 citywide priority**. Riparian areas are effectively protected through a variety of environmental regulations. Because of the extensive protection already afforded to riparian areas, their inclusion in the open space system is already reasonably assured and, therefore, limited additional protection is required through the open space planning process.

CATEGORY 2: Open Space for the Managed Production of Resources

Forestry/Agriculture/Aquaculture (2a.)

Forestry, agriculture, and aquaculture are considered a **Category 5 citywide priority** for future open space planning. It is the City's intention to support and utilize all measures available, including the Williamson Act, to secure agricultural land uses for as long as possible prior to development, and to promote the long-term economic viability of agricultural uses. However, it should be recognized that Carlsbad is an urbanizing city, and the projected pattern of development is such that the extensive areas generally required for economic agricultural operations are unlikely to be available in the longterm.

Water Management (2b.)

Water management areas are considered a **Category 5 citywide priority** for future open space planning.

Commercial Fisheries (2c.)

Commercial fisheries are considered a **Category 5 citywide priority** for future open space planning.

Mineral Resources (2d.)

Carlsbad does not have any economically significant mineral resources. Mineral resources are considered a **Category 5 citywide priority** for future open space planning.

CATEGORY 3: Open Space for Outdoor Recreation

School Grounds (3a.)

School grounds are considered to be part of the City's inventory of open space areas. They have been placed in **Category 2 citywide priority**. School sites function not only to provide spatial and visual counterpoint to otherwise developed areas, but also as recreational open space for school children during school hours and for informal recreation outside of school hours. Some school sites are also subject to joint-use agreements between the local school district and the City to meet neighborhood and community recreational needs.

Public Parks/Recreation Areas (3b.)

These areas have been placed in **Category 1 citywide priority**. The City of Carlsbad's park system incorporates three primary park types which are defined below. It should be noted that the definitions given below are directly quoted or slightly paraphrased from the City's Parks and Recreation Element.

* Community Parks are leisure facilities, approximately 20 to 50 acres in size; however, due to the 1982 revision of the Parks and Recreation Element of the General Plan, pre-1982 neighborhood parks of less than 20 acres have been reclassified and grandfathered into the Community Park classification. This reclassification was approved by the Parks and Recreation Commission in



May 1987 and by the City Council in August 1987. Furthermore, any future acquisition and development of community park sites within the northwest quadrant, where a near-buildout situation exists, in all likelihood will require community park development of sites under 20 acres in size.

Typically, Community Parks are designed to serve the recreational needs of several neighborhoods. The nature of this type of facility encourages and attracts family unit populations from nearby on a daily basis. Community Parks generally provide both programmed and unprogrammed amenities; however, they are not limited exclusively to either.

* Special Use Areas are typically local facilities that meet the needs of only one or two activity type uses, either passive or active in nature. They are between one and five acres in size and generally provide the basic widely accepted facilities found in a typical park. Facilities of this type include, but are not limited to: swim, tennis or racquetball complexes; meeting halls; athletic complexes; play lots; picnic areas; and interpretive walk areas.

Based on City Council action in August 1987, and confirmed in November of 1990, community school activity fields can be incorporated within the Special Use Area classification and included within the park area inventory. However, only those school sites which operate under "joint-use" facility agreements between the City of Carlsbad and the corresponding school district are, in fact, incorporated within the Parks Inventory.

* Special Resource Areas are local amenities that have either citywide or potential regional significance. The significance is in the quality of the site that makes it unique as either a passive or active recreation area or combination of both. This quality may be natural (water, geological, ecological, etc.), historical (architectural, etc.), or a combination thereof. Consequently, the Special Resource Area, as defined, has a visitor attraction or drawing power to users locally and beyond. Typically, Special Resource Areas provide a unique character and/or use not found in Community Parks or Special Use

Areas. In general, they are larger than community parks and are typically characterized by the existence of special or unusual features, natural or manmade, (i.e., a water body, earth formation, historical amenity, or ecological reserve).

Greenways (3c.)

The City's open space program includes the concept of greenways as a **Category 1 citywide priority** of the future open space system in Carlsbad. A greenway may be defined as an open space connector linking parks, nature preserves, cultural features, larger areas of open space, or historic sites to each other and with populated areas in order to improve environmental quality and provide for outdoor recreation and enhance the visual perception of open space. Greenways also function as wildlife corridors. The City's open space program defines a number of major greenways which will form the structure of much of the future open space system:

* An east-to-west greenway connecting from an adjacent open space corridor, trail connection and park in the City of San Marcos via the future Carrillo Ranch park site, the future Alga Norte Community Park site, the future Zone 19 Community Park site, to the Poinsettia Community Park site. This greenway will also provide connection to two future school sites;

* A north-to-south greenway running from Lake Calavera, past the Zone 14 school site, along Agua Hedionda Creek, crossing Palomar Airport Road at the future intersection with Melrose, to the Carrillo Ranch park site; and

* A generally west-to-east connection from Agua Hedionda Lagoon, through the proposed Veterans Memorial Park and the Evans Point development to Lake Calavera.

* A number of smaller or less complete greenways will be completed throughout the City linking together key landscape features such as the lagoons, parks and schools, and providing open space connections to surrounding cities.



It is generally intended that the following planning and design parameters should be used for Greenways:

- * Greenways should be a minimum of 100 feet in width unless other factors require a narrower corridor. This width may incorporate environmentally constrained lands but only that portion of the greenway which is not constrained should be counted toward the growth management open space standard;

- * Greenways will typically accommodate trails to allow public enjoyment of open space areas;

- * Greenways should be located separate from (not adjacent to) arterial or other major roadways unless other factors preclude such separation.

- * Public access along greenways is intended to provide a sense of relief from suburban/urban development. Therefore, the location of trails and the design of grading and plantings within the greenways should seek to minimize the intrusion of development into the viewshed of the trail user;

- * The location of trails within greenways should seek to avoid impacts to the privacy of adjacent residential units;

- * Wherever possible, greenways should be so located as to take advantage of panoramic views and should connect to viewpoints and along ridgelines;

- * Greenways should generally serve to conserve natural resources; any trails or other improvements within greenways should be designed and implemented so as to minimize disturbance to existing native vegetation or sensitive environmental resources;

- * Any future plantings within greenways should focus on the use of native and/or other drought tolerant species. Greenways will normally serve as wildlife corridors, and should be designed with wildlife migrations in mind, for example through providing adequate cover;

- * Where associated with habitat resources or wildlife corridors, the width of greenways should generally be maximized to provide buffers to said resources.

- * The location, planning and design of greenways should be coordinated with the planning for wildlife preserves and corridors that may develop in a habitat management program. Each development project should be reviewed as early as possible to ensure that planning for the objectives of the Open Space and Conservation Resource Management Plan is integrated and symbiotic.

Trails (3d.)

Trails are considered a **Category 1 citywide priority** for future open space planning.

Key concepts for the trail system planning and design include:

- * Routing trails within open space corridors separated from roadways, wherever possible;

- * Allowing public access to landscape resources with high aesthetic qualities located throughout the City;

- * Designing trails to avoid environmental impacts wherever possible;

- * Requiring full environmental review for each individual trail project, either as a stand-alone project, or as part of a larger planning activity;

- * Locating trail rights-of-way, as a general rule, in public ownership;

- * Providing trail specifications aimed at pedestrian and, where possible, bicycle use. Secondary trails, which connect with the citywide system, are encouraged, but will not normally be accepted by the City through dedication as part of the primary trail system.



Campgrounds (3e.)

Campgrounds are a **Category 5 citywide priority** for future open space. The City should not pursue dedication of or development of campgrounds except in the limited circumstances described below. The existing South Carlsbad State Beach campground is a valuable recreation resource for the City and its visitors.

Golf Courses (3f.)

Golf courses are considered a **Category 5 citywide priority** for future open space planning. Although golf courses provide recreational opportunity and also contribute to overall open space throughout the City, golf courses should be either included or excluded from future development areas based upon market forces.

Private Recreation Areas (3g.)

Private recreation areas are considered a **Category 3 citywide priority** for future open space planning. While such facilities may form a component of future open space in the City, and should continue to be pursued by the City in future private development projects, such facilities should not be considered to count toward meeting the requirements of the City's growth management open space standard.

Equestrian Facilities (3h.)

Equestrian facilities are considered at this time a **Category 4 citywide priority** for future open space planning. However, the City is planning to accommodate equestrian use on certain trails in the City in order to provide linkage between the equestrian trail systems in the cities of San Marcos, Encinitas and the County of San Diego, and may consider others at a later time.

CATEGORY 4: Open Space for Aesthetic, Cultural and Educational Purposes

Scenic/Historic/Cultural/Educational (4a.)

Open space areas for scenic, historic, cultural

and educational purposes are considered a **Category 1 citywide priority** for future open space planning. Many of the proposed additions to the open space system will provide scenic amenities; it is intended that both distinctive landscape features and representative areas of typical natural landscapes will be conserved. The open space system may encompass historic and cultural sites, such as the Carrillo Ranch house and the existing adobe structure at Stagecoach Park. Such sites provide obvious opportunities for educational interpretation and activities. It is also intended that much of the trail system be considered as an opportunity for passive interpretive signage, as well as interactive recreational and educational programming.

Land Use Buffers/Entries (4b.)

Land use buffers and entries are considered a **Category 2 citywide priority** for future open space planning. The most important open space buffers are those between incompatible land uses, such as industrial and residential areas. Open space corridors between residential neighborhoods will strengthen the perception of individual small communities or villages within the City. Open space buffers between land uses will also often function to mark entries to a development or neighborhood.

Greenbelt (4c.)

The objective of a circumference greenbelt encircling the City is considered a **Category 4 citywide priority** for future open space planning. The greenbelt concept, an open space buffer around the entire City, separating it from neighboring cities -is an attractive idea. A number of existing open space areas, including Batiquitos and Buena Vista Lagoons, seem to provide a basis for a greenbelt. However, further analysis of existing and approved development in Carlsbad and adjacent developing areas, as well as a review of the land uses proposed by neighboring cities' general plans, leads to the conclusion that the opportunity for a fully connected greenbelt has already been lost.



Gateways (4d.)

An open space gateway may be defined as an area of varying dimension within the viewshed of a major entrance route into or within the City, which, through special landscape treatment, monumentation, or other means, defines the transition from one community to another. Gateways are considered a **Category 2 citywide priority** for future open space planning. Although a perimeter greenbelt is not possible, most of the major roadways entering the City can be surrounded by open space gateways marking the transition from one community to another. In this way, an open space buffer can be created between Carlsbad and its neighbors in the places where travel between communities most frequently occurs. (It should be noted that Carlsbad Boulevard, Interstate 5, and the coastal railroad are already surrounded by open space between Carlsbad and Oceanside to the north and Encinitas to the south.) In a similar manner, the movement from one major area or neighborhood of the City to another can be marked by open space gateways around major roadways. There are many specific open space gateway opportunities in Carlsbad which are discussed on a zone-by-zone basis in the Open Space and Conservation Resource Management Plan.

Museums/Arboreta/Zoologic/Botanical (4e.)

Museums, arboreta, zoologic, and botanical facilities are considered a **Category 3 citywide priority** for future open space planning. The City should recognize that such facilities can play a part in an open space system and any proposals made for their development should be carefully evaluated. Such a facility need not be large; it is possible that small areas of existing or future parks or open space areas could be planned, designed, and managed to provide modest local examples of museums, arboreta, zoologic and/or botanical gardens available to local residents.

CATEGORY 5: Open Space for Public Health and Safety

Hazardous Areas (5a.)

Hazardous areas are considered a **Category 5 citywide priority** for future open space planning. This is not because addressing hazardous areas is considered unimportant, but rather that the responsibility for protecting the City's residents and visitors from hazardous areas should not be accomplished by means of an open space program. Many hazardous areas, such as steep slopes and floodways, are already regulated so as to prevent undue exposure to hazardous conditions. The open space system may often be expanded through such regulations, but their intent is not to protect open space.

Fire Risk (5b.)

Open space for fire risk prevention is considered a **Category 5 citywide priority** for future open space planning. Obviously, reducing the risk of loss of life and property is a concern of the City. However, it is an issue that is essentially addressed under other programs and is not an open space issue. Nevertheless, some open space areas may serve as fire breaks; the fire chief may require fuel modification programs for open space areas with particularly high risk; and the fire chief shall also retain the authority to close areas to public access in times of especially high fire risk.

Water Protection (5c.)

Water protection is considered a **Category 5 citywide priority** for future open space planning. The planning of areas for the protection of water resources, although potentially contributing to the overall open space system in the City, is not considered an open space issue. Any areas set aside for water protection may become an incidental bonus to the City's open space system, but given limited fiscal resources, the City's open space planning effort should not strive to achieve acquisition of open space areas for water protection.



Air Quality (5d.)

Air quality is considered a **Category 5 citywide priority** for future open space planning; it is not believed that the orientation or pattern of the open space system in Carlsbad can measurably impact air quality. Nevertheless, there are some general ways in which open space may result in positive reductions in air pollutant levels:

- * Trees and other vegetation absorb carbon dioxide and remove particulate matter from the atmosphere. Properly sited trees around homes can provide shade and lower temperatures within the urban area so that energy, and thus pollutant emissions, can be reduced.

- * Open space greenways which accommodate trails for pedestrian and particularly bicycle use can encourage residents to use non-vehicular modes of circulation, thereby reducing emissions related to fossil-fuel-burning engines. The more enjoyable the trail use experience, the more people are likely to choose to use this alternative means of getting around their community. Connections to mass transit hubs such as the future commuter rail stations, and park and ride facilities may be especially valuable in this regard.

Bluffs Subject to Wave Erosion (5e.)

Bluffs subject to wave erosion are considered a **Category 5 citywide priority** for future open space planning.

G. MAPS OF THE OPEN SPACE AND CONSERVATION ELEMENT

Official Open Space and Conservation Map

The Official Open Space and Conservation Map consists of a composite of the constrained open space and existing/approved open space as discussed above (see Map 1: Official Open Space and Conservation Map). The Official Open Space and Conservation Map is the City's map of approved and constrained open space lands in the City. This map depicts open space areas obtained through master plans, specific plans, planned develop-

ments, or other development approvals; and, additional areas of environmentally-sensitive lands which are prohibited from development by the open space ordinance, hillside development regulations, and other development regulations. It is intended that the Official Open Space and Conservation Map would also become part of the Land Use Element.

"The Official Open Space and Conservation Map is the City's map of approved and constrained open space lands in the City."

The existing/approved open space and constrained land open space depicted on this map has been obtained from the best data available at the time of mapping. It is understood that the boundaries of some constrained lands, including wetlands, floodways, hillsides etc., may change over time. It is therefore important to understand that the boundaries of constrained lands as mapped, will be further refined during the project approval process. Although environmentally constrained lands are prohibited from development under either federal, state or local regulations, the mapping of constrained lands is in no way intended to deny any property owner the reasonable use of their property.

Conceptual Open Space and Conservation Map

The Conceptual Open Space and Conservation Map consists of constrained lands, existing/approved open space lands, conceptual open space lands, and the Carlsbad Trail System (see Map 2: Conceptual Open Space and Conservation Map). The Conceptual Open Space and Conservation Map shows the conceptual open space areas that would be obtained through implementation of the primary and secondary open space priorities described in the Citywide Open Space Plan section of this document, discussed above. The conceptual open space lands and the trails system are the areas in which the City needs to focus its attention in terms of acquisition, whether through application of the 15-percent growth management performance standard, direct purchase, or through other means.



“The Conceptual Open Space and Conservation Map shows the conceptual open space areas that would be obtained through implementation of the primary and secondary open space priorities described in the Citywide Open Space Plan.”

The conceptual components of this map, including the trail system and greenways, are intended to be flexible. It is anticipated that the specific alignments of all conceptual open space components will be determined through specific site plan and environmental review. Adjustments to the conceptual open space components, including the trail system and greenways, will not require a general plan amendment. However, the point at which a greenway or trail passes from one zone to an adjacent zone, or from one property ownership to an adjacent ownership, should remain consistent with this map, unless an agreement has been reached with the adjacent zone or owner to shift the transition point. A general plan amendment will not be required to specifically site the conceptual components of this plan. It is anticipated that on an annual basis the City will initiate a general plan amendment to add all dedicated open space areas to the Open Space and Conservation and Land Use Maps. A general plan amendment will be required if any component of the conceptual plan is deleted.

III. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

OPEN SPACE PLANNING AND PROTECTION

This section provides the policy direction for the

planning, protection and preservation of open space lands within the City.

A. GOALS

A.1 An open space system of aesthetic value that maintains community identity, achieves a sense of natural spaciousness, and provides visual relief in the cityscape.

A.2 A city with a balance of programmed and unprogrammed open space within each of the four quadrants of the City.

A.3 An open space system that improves the quality of life for the citizens of Carlsbad.

A.4 A city with an adequate amount and variety of open space for outdoor recreation, including, but not limited to: parks; beaches; areas for organized sports; connecting corridors containing trails; water recreation areas (beaches, lagoons, lakes); unique conservation areas for nature study; and, semi-developed areas for camping.

B. OBJECTIVES

B.1 To preserve, protect and enhance those areas of the City that provide unique and special open space functions including, but not limited to, cultural and visual amenities, active and passive recreational uses, landmarks, buffers between incompatible land uses, wildlife habitats and unique and desirable vegetation.

B.2 To create a more rural atmosphere in the urban environment, by identifying, acquiring, and protecting natural open space areas which are visible from public gathering places.

B.3 To provide public access to all open space areas except where sensitive resources may be threatened or damaged, where the public health and safety may be compromised or where access would interfere with the managed production of resources, such as agriculture.



B.4 To mandate open space as a necessary provision of the Local Facilities Management Zone plans which are required by the Growth Management Ordinance.

B.5 To provide for parks and plazas and preserve natural areas within developments.

B.6 To provide, where possible, increased setbacks along arterial corridors and establish greenways or similar areas to preserve and/or create open space areas as a means of maintaining community scale and identity, separating conflicting land uses, and achieving a sense of natural openness as an integral part of urban surroundings.

B.7 To provide for the distribution of programmed and unprogrammed recreation areas throughout the four quadrants of the City and to separate the uses where needed.

B.8 To set aside 15 percent of the developable land of specified zones as open space, pursuant to the Growth Management open space performance standard.

B.9 To maintain an inventory of open space.

B.10 To monitor implementation of the recommendations of the Open Space and Conservation Resource Management Plan.

B.11 To coordinate open space planning efforts with state and local agencies.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Use open space to provide neighborhood, community, and city identity and to provide separations between conflicting land uses.

C.2 Assure that the City's Open Space Advisory Committee continues to meet on a periodic basis so long as authorized by the City Council. The Committee's responsibilities should include:

- (1) Advocacy of Open Space;
- (2) Recommendations to the Planning Commission and City Council on Open Space issues;
- (3) Continued development and revision of Open Space policies as defined by the City's Open Space ordinances and programs;
- (4) Monitoring implementation of Open Space policies;
- (5) Recommending priorities for Open Space, including acquisition, use, and maintenance programs, on at least an annual basis;
- (6) Setting and refining guidelines for specific project review of Open Space.

C.3 Ensure that the open space ordinance requires monitoring.

C.4 Identify existing open space for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat.

C.5 Prepare citywide maps and diagrams showing the following:

- (1) Environmentally constrained open space;
- (2) Existing and approved open space;
- (3) Proposed future open space system concept;
- (4) Proposed Carlsbad Trail System.

C.6 Depict on land use maps, zoning maps, and the City's open space maps specific information regarding open space as it becomes available.

C.7 Give city staff the flexibility to add to the open space inventory maps, those new areas which may be created by various circumstances, such as, discretionary approvals, land acquisition, and donations of land.

C.8 Utilize the Growth Management Ordinance to implement the goals and objectives of this element and establish standards for open space.

C.9 Count toward meeting the 15 percent Growth Management performance standard, any land area that otherwise qualifies, but which is not available to the public



without some monetary or other consideration, so long as it incorporates one or more of the open space priorities identified for the zone in which it is located, and the granting of the open space credit for such land will not adversely impact the City's ability to obtain open space priorities identified for the zone.

C.10 Revise and amend the Open Space Ordinance, No. 9795 to: (1) more precisely identify and define lands considered as undevelopable; (2) include provisions for buffer areas around sensitive lands; (3) define the word significant; and (4) include specific conditions and restrictions on non-residential development.

C.11 Eliminate powerline easements from consideration as meeting the 15 percent Growth Management open space performance standard, except where the land within the easement is identified as an open space priority, such as a trail or greenway, in accordance with the Open Space and Conservation Resource Management Plan. Credit may be granted for powerline easements if the granting of the open space credit for this area will not adversely impact the City's ability to achieve all of the open space priorities identified for the zone.

C.12 Count toward meeting the Growth Management open space performance standard, only those portions of golf courses identified as an open space priority, such as a trail or greenway, in accordance with the Open Space and Conservation Resource Management Plan. Credit may be granted for other areas of a golf course if the granting of the open space credit for this area will not adversely impact the City's ability to achieve all of the open space priorities identified for the zone.

C.13 Categorize as open space for inventory purposes, all public school playgrounds, athletic fields and courts, although schools themselves shall not be counted in meeting the 15 percent Growth Management performance standard.

C.14 Zone as open space, all lands shown on the Official Open Space and Conservation Map.

C.15 Preserve panoramic viewpoints, as identi-

fied in the Open Space and Conservation Resource Management Plan, and where possible, provide public access.

C.16 Acquire, protect or negotiate for public access to those privately-held natural open space lands that could be used for unprogrammed recreational uses.

C.17 Make accessible to the public, those open space areas designated for recreational use, and where feasible, provide them with essential utilities, public facilities and services.

C.18 Recognize as the City's official open space map, the "Official Open Space and Conservation Map," dated June 1992, and make it part of the Land Use Element. (See Map 1: Official Open Space and Conservation Map.)

C.19 Recognize that the map entitled "Conceptual Open Space and Conservation Map" dated June 1992, (see Map 2: Conceptual Open Space and Conservation Map) represents the conceptual open space priorities of the City. The conceptual components of this map, including greenways and trails, are intended to be flexible, and should not be interpreted as depicting precise, rigid alignments. It is anticipated that the alignments of the greenways and trails may be adjusted as warranted, as better information becomes available through additional fieldwork, further environmental analysis, more detailed planning, or similar future activities. However, the points where a greenway or trail passes from one Local Facilities Management zone to another, or from one property ownership to an adjacent ownership should remain consistent with this map, unless an agreement has been reached with the adjacent zone or property ownership to shift the transition point. A general plan amendment will not be required to specifically site the conceptual components of this map. A general plan amendment will be required if any conceptual component is deleted.

C.20 Require that the following procedure be adhered to for adjusting the boundaries of any open space area shown on the map titled "Official Open Space and Conservation Map" dated June 1992. Findings required for the approval of a boundary adjustment to the map are as follows:



(1) The proposed open space area is equal to or greater than the area depicted on the Official Open Space and Conservation Map; and

(2) The proposed open space area is of environmental quality equal to or greater than that depicted on the Official Open Space and Conservation Map; and

(3) The proposed adjustment to open space, as depicted on the Official Open Space and Conservation Map, is contiguous or within close proximity to open space as shown on the Official Open Space Map.

The City Council may also modify the boundary location shown on the open space maps but only if it finds that the modification is necessary to mitigate a sensitive environmental area which is impacted by development, provided the boundary modification preserves open space at a 2 to 1 ratio (proposed acreage to existing acreage) and is within close proximity to the original area of open space. Additionally, City Council may exempt public rights-of-way from the boundary adjustment procedures. However, environmental analysis shall be performed for all proposed public right-of-way improvements, and if determined that there are significant adverse impacts to the value of the open space system, those impacts shall be mitigated.

It is not the intention of this boundary adjustment procedure to allow for the exchange of environmentally constrained lands which are designated open space, for lands which are not environmentally constrained.

C.21 Eliminate as a means of meeting the open space performance standard parks, public or private. However, credit may be granted for private parks if the granting of the open space credit for this use will not adversely impact the City's ability to obtain all of the open space priorities identified for the zone in the Open Space and Conservation Resource Management Plan.

C.22 Utilize open space where appropriate, to delineate neighborhoods, the City's boundaries and to buffer major land uses within the City.

C.23 Utilize Specific Plans, Master Plans and Local Facilities Management Plans to refine and implement recommendations of the Open Space and Conservation Resource Management Plan.

C.24 Consider for dedication to the City any open space lands, if they are open space areas identified in the Open Space and Conservation Resource Management Plan.

C.25 Review and update the implementation strategies outlined in the Open Space and Conservation Resource Management Plan. These implementation strategies are intended to guide the systematic acquisition, protection, maintenance, administration and financing of open space and provide an organizational structure to implement the City's open space plan.

C.26 Rezone open space lands, dedicated to the City in fee title or easement to open space (OS) zoning.

C.27 Plan for, and design, open space with regard to its various specific functions, as opposed to considering open space as having a single general function.

C.28 Prohibit motorized off-road vehicle use in the City except at the Carlsbad Raceway.

C.29 Prohibit hunting of wildlife in the City of Carlsbad.

C.30 The City shall incorporate in this element any requirements of a city, subregional, or regional multi-species habitat plan if and when such plan is adopted.

OBTAINING OPEN SPACE

This section establishes the policies for obtaining open space lands within the City.

A. GOALS

A.1 A city which provides for the open space needs of its citizens.



A.2 A city where new developments provide for the open space needs of their occupants.

B. OBJECTIVES

B.1 To develop and implement financing programs for the acquisition and maintenance of open space.

B.2 To fund a well balanced acquisition program providing a variety of open space opportunities spread throughout the community.

B.3 To assure that, to the maximum degree possible, those benefitting from the acquisition or improvement of open space and recreational facilities provide funding in direct proportion to the benefits they derive.

B.4 To encourage a combination of both private and public open space.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Exactions from new developments should include, but not be limited to, legislative protection, Quimby Act dedication, park-in-lieu fees, industrial recreation fees, setback requirements, the provision of essential improvements, and the adoption of appropriate Local Facilities Management Plans, Master Plans, and Specific Plans.

C.2 Conduct an annual review of the methods and programs for acquiring open space in the City of Carlsbad.

C.3 Initiate, coordinate, and supervise specific implementation programs for both short-range and long-range plans, including among other items the Capital Improvement Program, Growth Management Plan, a financial plan, proposed changes to the City's development regulations, and the acquisition of fee and less than fee rights to land.

C.4 Create a trust or other mechanism to facilitate private donations for open space acquisitions, protec-

tion, improvements, or maintenance.

C.5 Develop a program to encourage private donations for open space acquisition, protection, improvement, or maintenance by placing the donors' names on permanent markers at the sites of their gifts.

C.6 Use general obligation bonds as a possible source of funding where public funding is necessary for open space purposes.

C.7 Consider the exchange of excess vacant lands for more desirable open space areas.

C.8 Consider appropriate user fees for non-residents utilizing Carlsbad's open space and recreation facilities.

C.9 Consider designating a conservancy agency or similar organization to be responsible for protection, maintenance, monitoring and liability of open space lands.

C.10 Implement when possible, the finance strategies contained in the Open Space and Conservation Resource Management Plan. These implementation strategies should guide the systematic acquisition, protection, maintenance, administration and financing of open space and provide an organizational structure to implement the City's open space plan.

SPECIAL RESOURCE PROTECTION

The City of Carlsbad contains a host of natural and man-made resources. These special resources include spectacular viewsheds, unique historic cultural, archeological, paleontological and educational resources, and a variety of sensitive plant and animal life species. Included in the City's diverse biota are over 300 species of plants, 200 species of birds, 25 species of reptiles and amphibians, 20 species of mammals, 44 species of fish, 45 species of butterflies, and several thousand species of terrestrial and aquatic invertebrates. The primary objective of this section is to establish policies to protect and conserve these special resources.



A. GOALS

A.1 A city that protects environmentally sensitive land and buffer areas.

A.2 A city that protects and preserves visually attractive and/or significant natural areas.

A.3 A city that preserves optimum sustainable environmental quality levels with respect to air, water, sound levels, and plant and animal life.

A.4 A city that preserves as open space, hillsides, ridges, valleys, canyons, lagoons, beaches and other unique resources that provide visual and physical relief to the Cityscape.

A.5 A city that preserves, where possible, historic, cultural, archeological, paleontological, and educational resources.

A.6 A city that conserves natural and man-made resources.

A.7 A city which makes every possible effort to preserve sensitive flora and fauna.

A.8 A city which preserves a variety of unique conservation areas to accommodate the needs of humans, plants and animals.

A.9 A city which protects wildlife habitat through the preservation and enhancement of significant feeding, nesting, and breeding areas.

A.10 A city which preserves, to the maximum extent possible, the existing level of biodiversity.

B. OBJECTIVES

B.1 To update periodically the inventory of sensitive and constrained lands, and prohibit their development and inclusion for density credit pursuant to the Growth Management Ordinance.

B.2 To protect public health and safety by preserving natural and man-made hazard areas as open space and taking special precautionary measures to protect the public safety where development is possible and permitted.

B.3 To preserve areas of unique scenic, historical, archeological, paleontological and cultural value, and where possible, provide public access to these areas.

B.4 To develop cultural/educational amenities which could include a museum, exhibition hall or interpretive center, within open space areas.

B.5 To amend existing ordinances or develop a new ordinance to clearly define sensitive and constrained lands.

B.6 To develop, if possible, a multi-species habitat program that is consistent with the Goals, Objectives and Policies of this Element.

B.7 To minimize environmental impacts to sensitive resources within the City.

B.8 To minimize impacts from new development on hillsides, ridges, valleys, canyons, lagoons, beaches and other unique resources that provide visual and physical relief to the cityscape.

B.9 To develop an inventory of environmentally sensitive resources that are to be conserved within the City.

B.10 To develop and implement, when possible, a plan to guide the systematic acquisition, protection and maintenance of sensitive environmental resources and provide an organizational structure to implement the plan.

B.11 To develop and implement, when possible, a financing strategy to acquire and protect areas which are rich in habitat diversity.

B.12 To protect rare, threatened or endangered plant and animal communities.



B.13 To ensure that whenever possible, new development does not adversely impact sensitive environmental resources.

B.14 To coordinate city habitat management planning efforts with federal, state and local agencies, and other planning efforts of the City.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Utilize sensitive design criteria to preserve the unique and special resources in the City and to integrate them into the design of any development.

C.2 Amend ordinances as necessary to define sensitive and constrained lands consistent with the City's habitat management planning efforts, and prohibit development and density credit thereon.

C.3 Assure that development on hillsides (if allowed) relates to the slope of the land in order to preserve the integrity of the hillsides.

C.4 Designate for preservation as open space those areas that provide unique visual amenities and define the urban form as contained in the Open Space and Conservation Resource Management Plan. These areas shall include agriculture, hillsides, ridges, valleys, canyons, beaches, lagoons, lakes and other unique resources that provide visual and physical relief to the cityscape by creating natural contrasts to the built-up, manmade scene.

C.5 Designate for open space, hillsides, valleys and ridges during the approval of Specific Plans, Master Plans and Planned Developments, and also at the time of subdivision approval consistent with the recommendations of the Open Space and Conservation Resource Management Plan.

C.6 Designate as buffers portions of land next to sensitive environmental areas.

C.7 Assure that where feasible from an environmental standpoint, developments near or adjacent to bod-

ies of water, provide open space that has public access to and views of the water.

C.8 Require a city permit for any grading, grubbing, or clearing of vegetation in undeveloped areas, with appropriate penalties for violations.

C.9 Ensure that the improvements recommended for open space areas are appropriate for the type of open space and the use proposed. No improvements shall be made in environmentally sensitive areas, except to enhance the environmental value of the areas.

C.10 Consider designating for open space those areas that preserve historic, cultural, archeological, paleontological and educational resources.

C.11 Preserve open space areas in as natural a state as possible.

C.12 Require that grading be accomplished in a manner that will maintain the appearance of natural hillsides and other landforms wherever possible.

C.13 Require that soil reports, plans for erosion and sediment control measures and provisions of maintenance responsibilities be a requirement of any approval process.

C.14 Implement ordinances limiting the density, intensity and character of development of hillside areas and ridges, and provide standards for sensitive grading where development of hillsides is allowed.

C.15 Require that at the time of any discretionary approval, any land dedicated to the City for its habitat or scenic value, have an appropriate easement and/or zoning placed on it for resource protection.

C.16 Recognize and implement the policies of the California Coastal Act and the Carlsbad Local Coastal Program when reviewing potential development in the coastal zone.



C.17 Prevent incompatible development of areas that should be reserved or regulated for scenic, historic, conservation or public health and safety purposes.

C.18 Conserve and encourage the use of appropriate forms of vegetation and sensitive grading techniques needed to: (a) prevent erosion, siltation and flooding, (b) protect air and water resources, and (c) protect and enhance visual resources.

C.19 Preserve natural resources by: protecting fish, wildlife, and vegetation habitats; retaining the natural character of waterways, shoreline features, hillsides, and scenic areas and viewpoints; safeguarding areas for scientific and educational research; respecting the limitations for air and water resources to absorb pollution; encouraging legislation that will assist logically in preserving these resources and, protecting archeological and paleontological resources.

C.20 Preserve the identity of those areas of the City with unique topographic features and establish proper soil management techniques to eliminate or minimize adverse and unsafe soil conditions.

C.21 Use the Williamson Act, land dedication, scenic easements, or open space easements to preserve unique and special resources in the City.

C.22 Participate in the statewide and regional plans (the state of California's Natural Community Conservation Planning (NCCP), efforts with SANDAG and other north county cities in the preparation of a North County Wildlife Forum Multi-species Habitat Conservation Plan), to conserve sensitive environmental resources.

C.23 Coordinate planning and development of a citywide open space system with habitat planning efforts.

C.24 Minimize the encroachment of development into wetland and riparian areas.

C.25 Coordinate the protection of wetlands, woodlands, riparian areas, and other sensitive habitat areas with appropriate state and federal protection agencies.

C.26 Encourage and participate in regional planning efforts to protect environmentally sensitive species from extinction.

C.27 Require adequate buffers between new development and environmentally sensitive habitats.

C.28 Locate trails and other passive recreational features with care to minimize impacts to sensitive habitats.

C.29 Support innovative site design techniques such as cluster-type housing and transfer-of-development-rights to preserve sensitive environmental resources.

C.30 Require private development which impacts sensitive resources to provide appropriate mitigation measures, so that the existing biodiversity within the City is maintained.

C.31 Amend existing ordinances to specifically indicate that the environmental values of floodplains will be protected.

C.32 Amend existing ordinances as necessary to ensure adequate buffers are provided around floodways, wetlands, riparian areas, woodlands and other sensitive environmental resources.

C.33 Assure that, at minimum, there is no net loss of wetlands acreage or value, and the net gain of wetlands acreage is the long-term goal of the City.

TRAIL/GREENWAY SYSTEM

The objective of this section is to establish policy direction for the creation of a Carlsbad Trail System and comprehensive greenway linkage system within the City.

A. GOALS

A.1 A city with open space areas connected by Greenways.

A.2 A city with a Carlsbad Trail System.



B. OBJECTIVES

B.1 To ensure that there is continuity and environmental sensitivity in the routing and design of the trail system.

B.2 To route trails near environmentally sensitive areas only with appropriate buffers or fencing.

B.3 To provide trails that serve as pedestrian and bicycle transportation between residential and commercial areas.

B.4 To develop and implement Financing Mechanisms for the acquisition, construction and maintenance of the Citywide greenway and trail system.

B.5 To finance, manage, and acquire land for a Carlsbad Trail System.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Establish a Carlsbad Trail System, primarily pedestrian oriented, but for bicycles where feasible, provided that a financing mechanism for the trail system is approved. Until such financing mechanism is in place the trail system shall be considered proposed. (See Map 2: Conceptual Open Space and Conservation Map.)

C.2 Participate with other north county communities to establish an intercommunity open space linkage program and regional trail network.

C.3 Obtain an irrevocable offer to dedicate or a permanent easement for trailways where feasible, in all cases where trails are proposed or required as part of the Carlsbad Trail System.

C.4 Design the trail system to serve both recreation and non-motorized transportation purposes.

C.5 Provide greenway linkages from major recreational/open space areas to other areas of activity,

including, but not limited to, residential neighborhoods, places of employment, parks, schools, libraries, and viewpoints.

C.6 Ensure that trails are sensitive to surrounding land uses and are normally placed at a significantly different elevation than adjacent residences.

C.7 Assure that major powerline easements receive credit toward the 15-percent Growth Management open space performance standard if they are enhanced or improved to establish key links in the Carlsbad Trail System.

C.8 Establish that the "Carlsbad Trail System," as depicted on the Conceptual Open Space and Conservation Map, is the conceptual representation of the possible trail alignments throughout the City (see Map 2: Conceptual Open Space and Conservation Map).

C.9 Prohibit the approval of a project which would eliminate the trail alignments as depicted on the Conceptual Open Space and Conservation Map, unless a general plan amendment is approved to delete such a trail segment.

C.10 Address the citywide greenway system and the Carlsbad Trail System when considering and reviewing Local Facilities Management Plans, major development applications and applications involving potential greenway and trail linkages, as shown on the Conceptual Open Space and Conservation Map (see Map 2: Conceptual Open Space and Conservation Map).

C.11 Design physical improvements to trails, of the Carlsbad Trail System, so that they are consistent with the recommendations of the Open Space and Conservation Resource Management Plan.

C.12 Utilize Table 5.4-6 of the General Plan EIR: Carlsbad Trail System Impact/Mitigation Summary to identify potential impacts and consider suggested mitigation measures at the time of specific project review of trail system links and approval.



PROMOTING AGRICULTURE

Agriculture is an important resource in the City of Carlsbad. Agriculture policies are intended to support agriculture activities while planning for possible future transition to more urban uses consistent with the policies of the Land Use Element and the Carlsbad Local Coastal Program.

A. GOAL

A city which recognizes the important value of agriculture and horticultural lands.

B. OBJECTIVES

B.1 To develop an inventory of agricultural uses in the City.

B.2 To promote the establishment of agricultural preserves.

B.3 To promote the use of new technology for agricultural purposes to improve the economic viability of agriculture.

B.4 To ensure that new development is sensitive to existing agricultural uses.

B.5 To ensure that agricultural uses do not adversely impact sensitive environmental resources.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Buffer, where possible, agriculture from more intensive urban uses with less intense land uses which are mutually compatible.

C.2 Encourage the use of water conservation techniques in agricultural enterprises including the use of reclaimed wastewater for irrigation.

C.3 Support agriculture water rates for agricultural/horticultural operations as instituted by the Metropolitan Water District.

C.4 Encourage the establishment of new agricultural preserves for areas within the coastal zone designated for agricultural land use.

C.5 Encourage and support the economic viability of agricultural land.

C.6 Encourage agricultural use as a permissible land use in areas designated as open space in non-environmentally sensitive areas.

C.7 Discourage the premature elimination of agricultural land.

C.8 Utilize Master Plans and Specific Plans to encourage the preservation of highly visible areas cultivated for flower production.

C.9 Assure that urban development takes place in those areas that are the least agriculturally productive.

C.10 Support and utilize all measures available, including the Williamson Act, not only to prevent premature developments, but also to promote the economic viability of agricultural uses.

C.11 Utilize proper design criteria for new development to maximize the preservation of agricultural lands.

C.12 Provide landowners and interested citizens with information about agricultural preserves as established by the Williamson Act and encourage them to utilize this information.

C.13 Accomplish grading of agricultural lands in a manner that minimizes erosion of hillsides and minimize stream siltation and to maintain the appearance of natural hillsides and other land forms wherever possible.



C.14 Manage agricultural land and prime soil as a natural resource and as a significant contrasting land use to the urbanized environment of the City.

C.15 Prevent agricultural run-off and other forms of water pollution from entering the storm drain system and polluting the City's water bodies.

C.16 Prior to the approval of discretionary permits within an existing or former agricultural area in Carlsbad, a detailed soils testing and analysis report shall be prepared by a registered soils engineer and submitted to City and County Health Departments for review and approval. This report shall evaluate the potential for soil contamination due to historic use, handling, or storage of agricultural chemicals restricted by the San Diego County Department of Health Services. The report shall also identify a range of possible mitigation measures to remediate any significant public health impacts if hazardous chemicals are detected at concentrations in the soil which would have a significantly adverse effect on human health.

C.17 If use of agricultural chemicals within an existing agricultural operation has the potential to adversely impact a proposed residential development on an adjacent parcel, mitigation measures including, but not limited to, physical barriers and/or separation between the uses should be considered.

FIRE RISK MANAGEMENT

The following is intended to ensure that fire risk management issues, associated with undeveloped open space, are adequately identified during the planning and acquisition of open space land.

A. GOALS

A.1 A city in which the fire risk presented by native wildland open space is mitigated in a manner that provides a reasonable level of fire protection with sensitivity toward the preservation of natural resources.

A.2 A city in which the on-going cost of fire risk mitigation along the interface of wildland areas and developed property is not fiscally burdensome.

B. OBJECTIVES

B.1 To identify high fire risk characteristics of proposed open space areas prior to designation as open space or acquisition by the City.

B.2 To determine the mitigation measures most appropriate for high fire risk areas, within city designated open space areas, prior to city acquisition or designation of those areas.

B.3 To coordinate fire risk management practices with the City's Open Space, Conservation and Habitat Management planning efforts. Prior to designation or acquisition of land for open space purposes, the issues of fire risk liability; land maintenance practices for the reduction of fire risk; funding for long-term fire risk maintenance; and the environmental impacts of fire risk management will be addressed.

B.4 To coordinate city fire risk mitigation measures with the regulations and policies of local, state and federal agencies.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Develop a procedure to evaluate environmental impacts of fuel management procedures, as required by the Fire Chief, in high risk areas.

C.2 Develop a procedure to evaluate fire risk liability exposure associated with city ownership of open space.

C.3 Require city staff to accurately project the annual costs of abatement of fire hazards on proposed open space properties prior to city acquisition.



AIR QUALITY PRESERVATION

The City of Carlsbad is located in the San Diego Air Basin which has been designated as a non-attainment area for a number of air pollutants including ozone, carbon monoxide, and suspended particulates. The attainment of good air quality must be addressed in a regional context. The objective of this section is to establish the policy direction for the City ensuring the City's continued support and coordination with Local, State and Federal agencies to improve the air quality within the region.

A. GOAL

A city with clean air.

B. OBJECTIVES

B.1 To adopt an Updated Air Quality Management Plan (AQMP).

B.2 To participate in a program to improve air quality in the region.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Participate in the implementation of transportation demand management programs on a regional basis.

C.2 Restrict, whenever possible, all unnecessary vehicle trips during episode violations as defined by the State Air Resources Board.

C.3 Provide, whenever possible, incentives for car pooling, flex-time, shortened work weeks, and telecommunications and other means of reducing vehicular miles traveled.

C.4 Make every effort to participate in programs to improve air quality in the San Diego Region.

C.5 Monitor air quality and cooperate with the ongoing efforts of the U.S. Environmental Protection Agency, the San Diego Air Pollution Control District, and the State of California Air Resources Board in improving air quality in the regional air basin.

C.6 The City shall monitor all construction to ensure that proper steps are taken by developers to reduce short-term construction related impacts to air resources. During cleaning, grading, earth moving or excavation developers shall:

- * Control fugitive dust by regular watering, paving construction roads, or other dust preventive measures;
- * Maintain equipment engines in proper tune;
- * Seed and water until vegetation cover is grown;
- * Spread soil binders;
- * Wet the area down, sufficient enough to form a crust on the surface with repeated soakings, as necessary, to maintain the crust and prevent dust pick-up by the wind;
- * Street sweeping, should silt be carried over to adjacent public thoroughfares;
- * Use water trucks or sprinkler systems to keep all areas where vehicles move damp enough to prevent dust raised when leaving the site;
- * Wet down areas in the late morning and after work is completed for the day;
- * Use of low sulphur fuel (0.5% by weight) for construction equipment.

WATER QUALITY PROTECTION

The following policies are directed at protecting the water quality, recreational value and visual character of surface waters within the City of Carlsbad.

A. GOAL

A city with high quality of water resources.

B. OBJECTIVES

B.1 To control storm water pollutants.



B.2 To design storm water conveyance systems that do not adversely impact sensitive environmental resources.

B.3 To improve water quality within the City.

B.4 To coordinate the management of storm water pollutant with federal, state and local agencies.

B.5 To conserve and efficiently manage the potable water resources available to the City of Carlsbad.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Adopt and implement a Master Drainage and Storm Water Quality Management Plan.

C.2 Periodically, conduct an analysis of the effectiveness of the overall storm water pollution control management program in Carlsbad.

C.3 Utilize Best Management Practices (BMP) for the control of storm water pollutants.

C.4 Make the necessary structural controls to the storm water conveyance system to remove or reduce storm water pollutant levels.

C.5 Develop and implement a program to detect and eliminate illicit connections to storm drains and illegal discharges of non-storm water wastes into storm water conveyance systems.

C.6 Implement a program for the testing and monitoring of storm water flows.

C.7 Preserve, where possible, natural water courses or provide naturalized drainage channels within the City.

C.8 Coordinate the needs of storm water pollution management with habitat management, aesthetics and other open space needs.

C.9 Require that, where possible, naturalized channels and pollution management basins be landscaped with native plant species which balance the needs of fire suppression, habitat values, maintenance, aesthetics and pollution absorption.

C.10 Permit public access to creeks, lakes and lagoons, where consistent with sand resource management practices.

C.11 Conserve, whenever possible, creeks in, or restored to, their natural states.

C.12 Conserve, protect and enhance the water resources of the City.

C.13 Promote the use of water efficient sprinkling and gardening systems.

C.14 Require new development to utilize measures designed to conserve water in their construction.

C.15 Maintain natural water resources in the City of Carlsbad in as natural a state as possible by: (a) conserving or improving the appearance and ecology of those which are in a relatively untouched condition; (b) restoring, in accordance with recognized ecological principles and insofar as it is possible, those water areas which have been significantly altered, to a condition which is most beneficial to the public; and (c) simulating a natural condition in areas which are to be altered in the future for purposes of safety engineering, water conservation, or recreation.

C.16 Prevent industrial waste, agricultural runoff, water softener discharges, domestic detergents, and other forms of water pollution from entering the storm drain system and polluting the City's water bodies.

C.17 Utilize sensitive design criteria to protect the integrity of the water resources in the City.

C.18 Prohibit alteration of waterways and water bodies that would cause significant adverse impacts on the environment.



C.19 Prepare a long range plan that provides for adequate potable water, and addresses water conservation and reclamation programs.

C.20 Conserve, and protect the water resources including, but not limited to, floodplains, shoreline, lagoons, waterways, lakes, ponds, and the ocean.

C.21 Coordinate water quality preservation efforts with other cities and agencies having jurisdiction over the portion of drainage basins which extend beyond the city limits.

HISTORIC AND CULTURAL PRESERVATION

A. GOALS

A.1 A city in which its existing and continuing heritage is protected, preserved, recognized and enhanced.

A.2 A city proud of the beauty and accomplishments characterizing its past and continuing history.

A.3 A city economy strengthened by historic preservation.

B. OBJECTIVES

B.1 To encourage property owners to utilize all available incentives for the preservation of historic resources.

B.2 To promote the use of historic resources for the education, pleasure and welfare of the people of the City.

B.3 To cooperate with historic societies, schools, libraries and citizens to stimulate public interest in historic preservation.

B.4 To enhance the community's recognition that objects of historic importance increase both fiscal and community value.

B.5 To enhance the City's appeal to tourists and visitors in order to support and stimulate business and industry.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Prepare and maintain a Cultural Resource Survey.

C.2 Create and maintain a local registry of cultural resources.

C.3 Provide landmark identification of designated cultural resources.

C.4 Encourage the use of tax incentives, regional, state and federal programs which promote cultural preservation to upgrade and redevelop property vitality.

C.5 Encourage the formation of historic districts for the protection of resources and promotion of tourism.

C.6 Encourage the rehabilitation of historic structures through adoption of the Historical Building Code.

C.7 Incorporate the Cultural Resource Guidelines in the environmental review of development applications.

C.8 Maintain historical reference materials on file in the main branch of the Carlsbad City Library.

C.9 Implement the following measures for paleontological sites:

1. Phase 1

Phase 1 shall consist of a qualified paleontologist doing a literature and records search, surface study, subsurface testing if necessary, the recordation of any sites, and a recommendation regarding the need for further work.



2. Phase 2

If it is determined during Phase 1 that further work is necessary it shall consist of the following:

A. A qualified paleontological monitor shall be present at a pregrading conference with the developer, grading contractor, and the environmental review coordinator. The purpose of this meeting will be to consult and coordinate the role of the paleontologist in the grading of the site. A qualified paleontologist is an individual with adequate knowledge and experience with fossilized remains likely to be present to identify them in the field and is adequately experienced to remove the resources for further study. No grading permits shall be issued until the monitoring plan has been approved by the Planning Director.

B. A paleontologist or designate shall be present during those relative phases of grading as determined at the pregrading conference. The monitor shall have the authority to temporarily direct, divert or halt grading to allow recovery of fossil remains. At the discretion of the monitor, recovery may include washing and picking of soil samples for micro-vertebrate bone and teeth. The developer shall authorize the deposit of any resources found on the project site in an institution staffed by qualified paleontologists as may be determined by the Planning Director. The contractor shall be aware of the random nature of fossil occurrences and the possibility of a discovery of remains of such scientific and/or educational importance which might warrant a long term salvage operation or preservation. Any conflicts regarding the role of the paleontologist and/or

recovery times shall be resolved by the Planning Director.

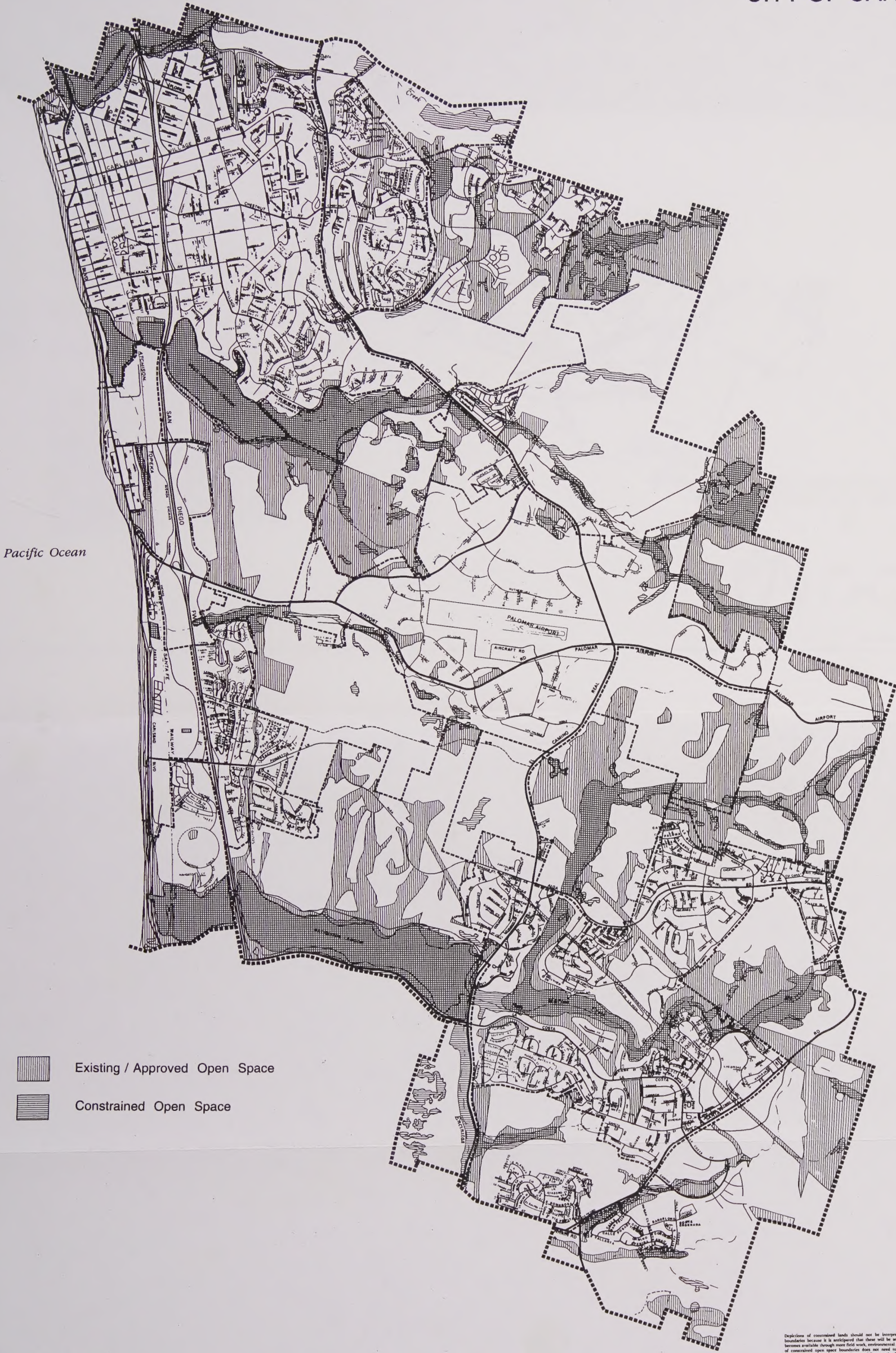
3. Phase 3

Prior to occupancy of any buildings a paleontological monitoring report shall be submitted to the Planning Director and the Carlsbad Historic Preservation Commission. This report shall describe all the materials recovered and provide a tabulation of the number of hours spent by paleontological monitors on the site.

C.10 Prohibit the alteration of properties of state or national significance, unless reviewed under requirements of the California Environmental Quality Act.

OFFICIAL OPEN SPACE & CONSERVATION MAP

CITY OF CARLSBAD

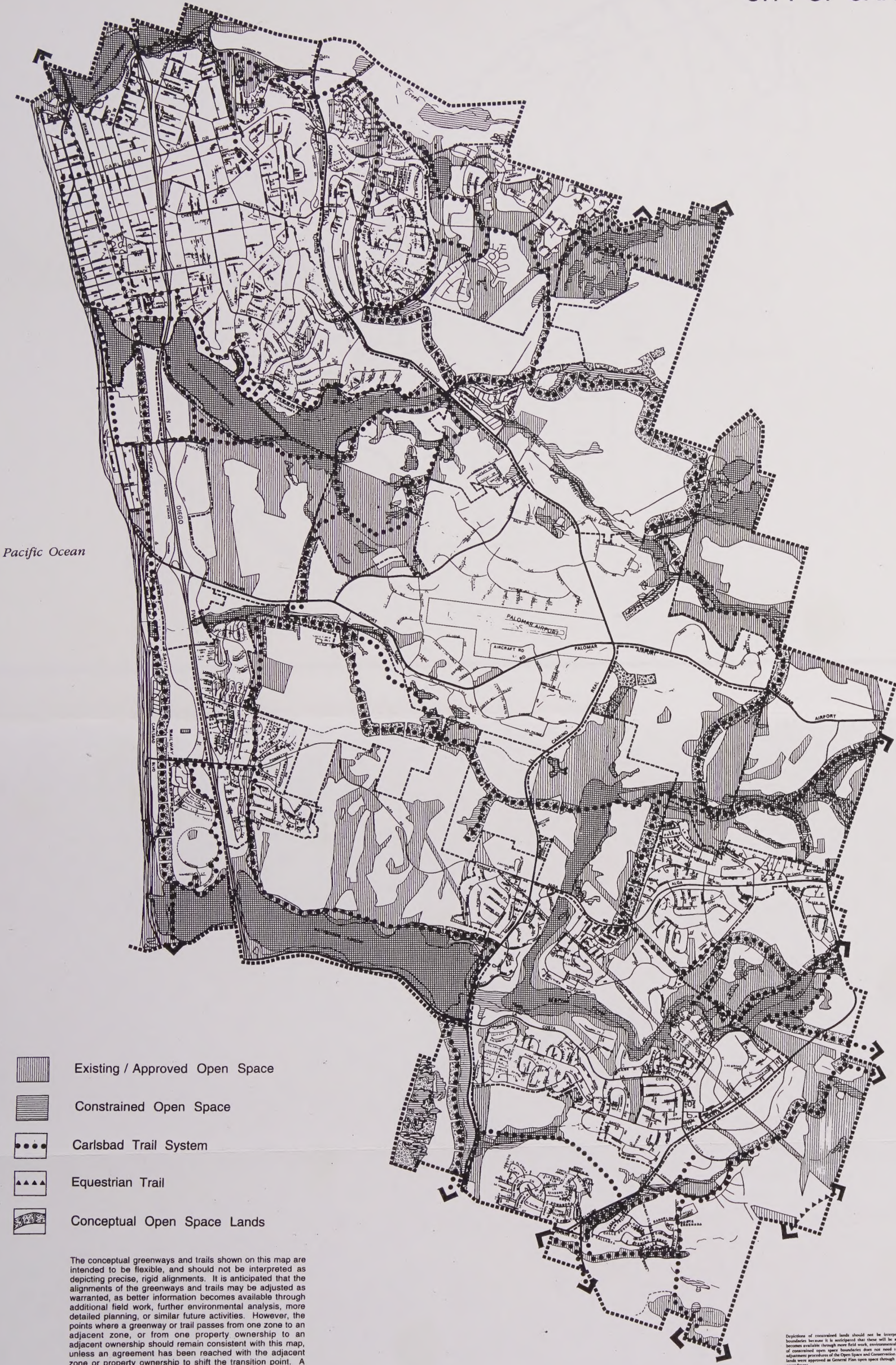


Depictions of constrained lands should not be interpreted as representing precise boundaries because it is anticipated that these will be adjusted as better information becomes available through more field work, environmental analysis, etc. The adjustment of constrained open space boundaries does not need to comply with the boundary adjustment procedures of the Open Space and Conservation Element unless the constrained lands were approved as General Plan open space through a project specific General Plan amendment.



CONCEPTUAL OPEN SPACE & CONSERVATION MAP

CITY OF CARLSBAD



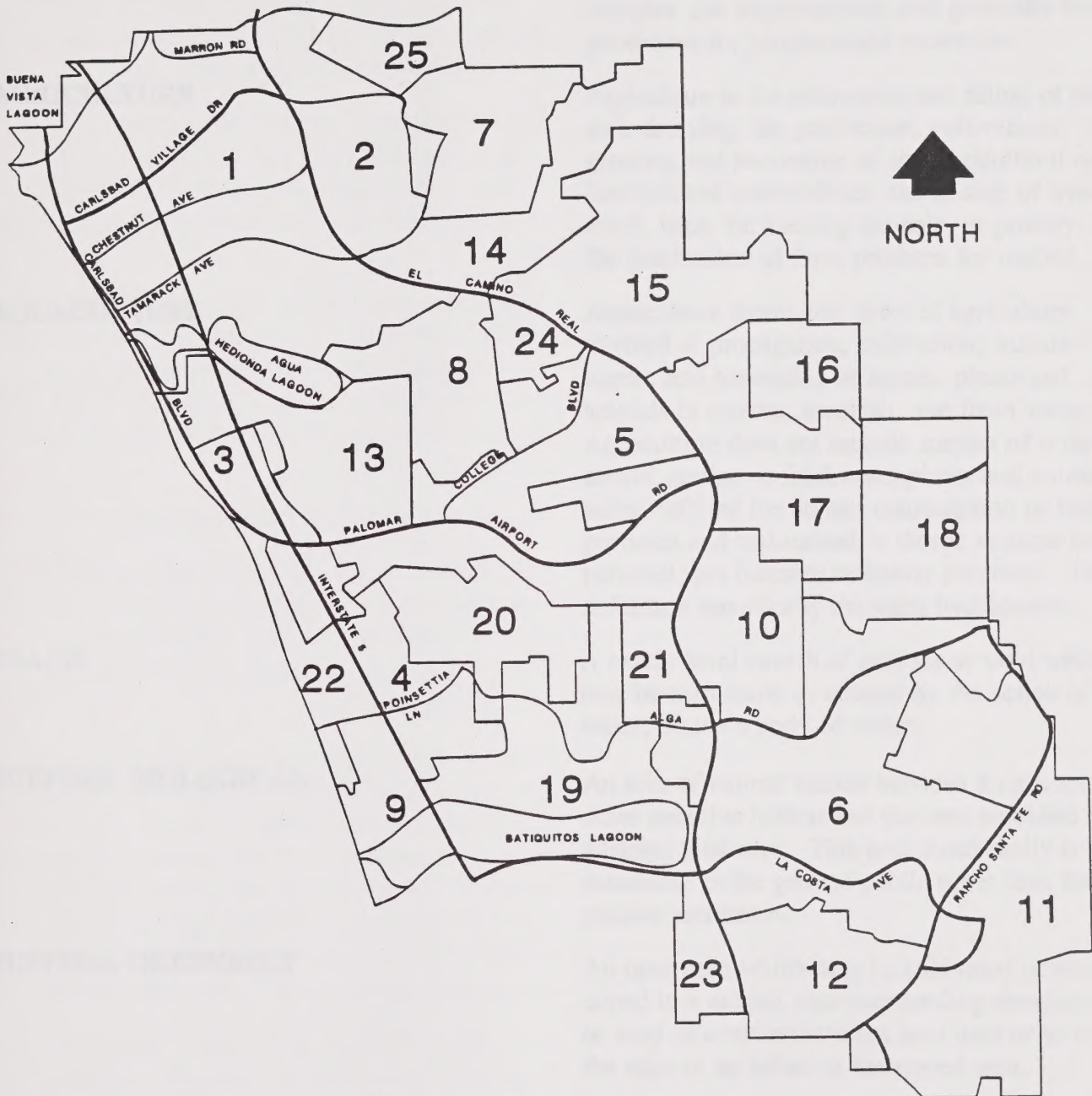
- Existing / Approved Open Space
- Constrained Open Space
- Carlsbad Trail System
- Equestrian Trail
- Conceptual Open Space Lands

The conceptual greenways and trails shown on this map are intended to be flexible, and should not be interpreted as depicting precise, rigid alignments. It is anticipated that the alignments of the greenways and trails may be adjusted as warranted, as better information becomes available through additional field work, further environmental analysis, more detailed planning, or similar future activities. However, the points where a greenway or trail passes from one zone to an adjacent zone, or from one property ownership to an adjacent ownership should remain consistent with this map, unless an agreement has been reached with the adjacent zone or property ownership to shift the transition point. A General Plan Amendment will not be required to specifically site the conceptual components of this plan. A General Plan amendment will be required if any component of the conceptual plan is deleted.

Depiction of constrained lands should not be interpreted as representing precise boundaries because it is anticipated that these will be adjusted as better information becomes available through more field work, environmental analysis, etc. The alignment of constrained open space boundaries does not need to comply with the boundary adjustment procedures of the Open Space and Conservation Element unless the constrained lands were approved as General Plan open space through a project specific General Plan amendment.



LOCAL FACILITIES MANAGEMENT ZONES



MAP 3



V. GLOSSARY

ACTIVE OPEN SPACE

Open space areas that typically include more complex site improvements and generally have provisions for programmed recreation.

AGRICULTURE

Agriculture is the cultivation and tilling of the soil, dairying, the production, cultivation, growing and harvesting of any agricultural or horticultural commodities, the raising of livestock, bees, fur-bearing animals, or poultry, and the preparation of farm products for market.

AQUACULTURE

Aquaculture means that form of agriculture devoted to propagation, cultivation, maintenance, and harvesting of aquatic plants and animals in marine, brackish, and fresh water. Aquaculture does not include species of ornamental marine or freshwater plants and animals unless utilized for human consumption or bait purposes and maintained in closed systems for personal, pet industry or hobby purposes. This definition specifically excludes hydroponics.

BEACH

A nearly level stretch of pebbles or sand which may be man-made or created by the action of the water, beside a body of water.

BUFFERS, BIOLOGICAL

An area of natural habitat between a riparian or other sensitive habitat and the area modified by adjacent land uses. This area customarily is not accessible to the general public other than for passive recreation.

BUFFERS, GREENBELT

An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

BUFFER, PLANNING

An area of transition between the biological buffer and urbanized land uses. Passive recreation areas may be incorporated into the planning buffer in a manner that focuses activity (and potential access) away from the habitat.

**CAMPGROUND**

A plot of ground upon which two or more campsites are located, established or maintained for occupancy by camping units of the general public as temporary living quarters for recreation, education or vacation purposes.

CULTURE

The acquaintance with and taste in fine arts, humanities, and broad aspects of science reflected in institutions specializing in zoology, paleontology, history, archaeology, and horticulture.

DESIGNATED SCENIC HIGHWAY OR ROUTE

An eligible route that has been subjected to all of the steps contained in the Carlsbad Scenic Highways Program, found to possess scenic or historical amenities worthy of preservation and implemented by the adoption of a specific plan and overlay zone.

ENHANCED OPEN SPACE

Open Space areas that have been improved.

ENVIRONMENT

The physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.

ENVIRONMENTALLY CONSTRAINED AREAS

Areas in which development is not permitted due to environmental conditions and which include beaches, permanent bodies of water, floodways, slopes greater than forty (40) percent, significant woodland habitats, major powerline easements, railroad track beds, and other significant environmental features as determined by the environmental review process or by the City Council.

ENVIRONMENTALLY SENSITIVE AREA

Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development.

**FIRE HAZARDOUS AREAS**

Any land covered with grass, grain, brush or forest, land situated close enough to such areas that are seriously exposed to flying brands, situated on slopes or isolated in such a manner that a fire would be difficult to suppress or would result in substantial fire or erosion damage.

FLOODPLAIN

Any land area susceptible to being inundated from any source by flood water of the one-hundred year frequency flood.

GATEWAY

An area of varying dimension within the viewshed of a major entrance route into the city.

GREENWAY

An open space connector linking parks, nature preserves, cultural features, or historic sites to each other and with populated areas in order to improve environmental quality and provide for outdoor recreation.

GOLF COURSE

A tract of land for playing golf, improved with trees, greens, fairways, hazards, and which may include clubhouses and shelters.

HABITAT

A place or type of site where a plant or animal naturally or normally lives and grows.

HISTORIC AREA

A district, zone or site designated by a local authority, state or federal government within which the buildings, structures, appurtenances and places are of basic and vital importance because of their association with history, or because of their unique architectural style and scale, including color, proportion, form and architectural detail, or because of their being, a part of or related to a square, park, or area the design or general arrangement of which should be preserved and/or developed according to a fixed plan based on cultural, historical or architectural motives or purposes.



LINK OR CORRIDOR

A link or corridor is a connecting area which ties together such open space features as environmental resources, wildlife habitat, ecological preserves, recreation areas, and cultural areas. Examples of such links or corridors are greenways, trails, roadways, visual corridors and railroad rights-of-way.

NATURAL OPEN SPACE

"Natural Open Space" includes environmentally constrained and nonconstrained areas that are in, or similar to being in, their natural or naturalized state.

OCEAN

The whole body of salt water that covers nearly three-fourths of the surface of the earth.



Public Safety Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The purpose of the Public Safety Element is to introduce safety considerations into the planning and decision-making processes of the City to reduce the risk of injury, loss of life, property damage and economic and social dislocation resulting from natural and manmade hazards. The element contains the City's goals and objectives aimed at reducing the risks associated with identified hazards. It provides information and implementing policies and programs to improve land use planning and introduce mitigating measures into the City's development process.

B. STATE LAW

Government Code Section 65302(g) requires each California city and county to include within its general plan a public safety element which must address the protection of the community from any reasonable risks associated with the effects of seismic and other geologically-induced hazards, flooding, and fires. The Public Safety Element is required to include mapping of known seismic and other geological hazards. Where applicable, it must also address evacuation routes, peak load, water supply requirements, minimum road widths and clearances around structures.

State law also allows cities to address any other locally relevant issues in its public safety element. In addition to those mentioned above, Carlsbad's Public Safety Element also addresses airport hazards, crime prevention, disaster preparedness and the protection from other local health and safety hazards such as fire, crime, hazardous materials, and oil spills.

Utilization of this element and implementation of the proposed action programs should help reduce the risks to which local residents and their property are now exposed, or could be subject to in the future. However, it should be recognized that the scope of the element is broad and the availability of data in many of the subject fields is limited. For these reasons, the Public Safety Element should not be considered as the final word in safety planning, but rather, it should be seen as a foundation to be strengthened and built upon in the future.

C. RELATIONSHIP TO OTHER ELEMENTS

Particularly strong relationships exist between the Public Safety Element and the Land Use and the Open Space and Conservation Elements. The Land Use Element should include the consideration of certain hazardous areas in the classification of land uses and their intensity. Through restrictions on the development of hazardous areas, identified by careful investigation as proposed in the Public Safety Element, the Land Use Element will supplement the policies and action programs of this element.

Areas subject to severe hazards especially those related to seismic or flood-prone conditions should be considered for a reduced level of development or open space protection as part of the Open Space and Conservation Element.

Because good accessibility on the transportation system is of vital importance in providing emergency services, the Public Safety Element is related to the Circulation Element.

Finally, the Public Safety Element also is related to the Housing Element and the Historic Preservation Element in that it identifies areas that may present hazardous conditions for residential structures and proposes precautionary measures related to older existing structures.



II. EXISTING CONDITIONS

A. GEOLOGIC AND SEISMIC HAZARDS

"There are no known active or potentially active faults located within the City limits."

Geotechnical and seismic hazards within the City of Carlsbad have a significant probability of occurring and causing potential damage to property and possible loss-of-life. These hazards include adverse geologic conditions such as out-of-slope bedding, landslides and mud flows, erosion, siltation, subsidence, ground shaking and other seismic effects from earthquakes on regional faults. Maps showing areas of known geotechnical, geologic, seismic and other geologic hazards are on file in the Planning Department. The following is a summary of the findings contained in the Burkland and Associates geotechnical report (1974) as updated by the Geotechnical Hazard Analysis and Mapping Study prepared by Leighton and Associates, Inc. in 1992.

-On the basis of existing geotechnical information, approximately 85% of land within the City could be utilized for urban activity following routine geotechnical investigations of individual development sites.

-About 15% of land within the City has geologic conditions which would require that detailed geotechnical investigations be conducted at individual development sites to determine feasibility for urban use.

-Based on current geologic knowledge, there are no known active or potentially active faults located within the City limits. The closest known active fault is the Rose Canyon Fault Zone located approximately 3 to 4 miles offshore. Mapping of all known inactive faults located within the City are illustrated on Map 1: Seismic Faults.

-Erosion and the resulting siltation are existing geotechnical problems generally found within the undeveloped portions of the City limits.

-Potential geotechnical problems within the City limits may include natural and manufactured slope and bluff instability, excavation of hard rock, drainage, flooding, expansive and compressible soils, and secondary seismic effects.

-Those portions of the City underlain by deep, soft, saturated soils may be susceptible to the seismic hazards of liquefaction, lurch cracking, lateral spreading and local subsidence.

-The beach areas are susceptible to the seismic hazard of tsunami (tidal waves), and the lagoon areas are susceptible to the seismic hazard of seiche (raising and lowering of water surface).

-No Special Study zones, as required by the Alquist-Priolo Geologic Hazards Act, (as of the latest update of the Act in 1990) have been delineated within the City by the State Geologist, and based on the information developed in the Geotechnical Hazards Analysis and Mapping Study (1992), none are expected.

B. FLOOD HAZARDS

The City of Carlsbad has the potential for flood hazards along the its entire coastline as well as the following major drainage basins:

1. Buena Vista Creek and Buena Vista Lagoon
2. Agua Hedionda Creek, its northern tributary, and the Agua Hedionda Lagoon
3. San Marcos Creek and its northern tributary
4. Batiquitos Lagoon
5. Encinitas Creek

These potential flood locations are identified on flood insurance rate maps (FIRM) that are supplied by the Federal Emergency Management Agency (FEMA). The



maps are based on hydrologic (the distribution of water on the surface) analysis, and hydraulic (the movement of water) analysis. Data used in preparing the FIRMs includes information on historical storm systems, tides, waves, beach profiles, topography, and drainage patterns.

Also located within the City are two dams and a reservoir which have the potential for flooding. These include Calavera Dam, which flows into the northern tributary of the Agua Hedionda Creek, Squires Dam which flows into Agua Hedionda Creek itself and the Stanley Mahr Reservoir which flows into the San Marcos Creek. Further, there is the possibility of catastrophic dam failure inundation from Calavera Dam, Lake San Marcos Dam, Stanley Mahr Reservoir and Squires Dam in the case of seismic activity or sabotage. These dams are periodically inspected by the State of California Division of Dam Safety. Mapping of flooding due to catastrophic dam failure inundation is on file in the Planning Department.

The City addresses these flood hazard areas in its Floodplain Management Regulations (Carlsbad Municipal Code, Chapter 21.110) which require a Special Use Permit (SUP) for any development proposed in areas of special flood hazards and areas of flood-related erosion hazards. The Floodplain Management Regulations restrict or prohibit land uses considered unsafe in a floodplain. They address standards of construction such as anchoring of structures, construction materials and methods, and elevations and flood proofing. Also included are standards for utilities such as water supply lines and sanitary sewage systems.

The FIRMs and Floodplain Management Regulations are used by City staff to review any proposed development within flood hazard areas (Map 2: 100 Year Floodplain Boundaries). Data are required from proposed developments that demonstrate that habitable structures will be kept above flood elevations. Special certifications are required to be signed by licensed professionals verifying compliance with these regulations.

Developments which do not fall under the Floodplain Management Regulations are also reviewed by the City Engineering Department for flooding potential. Pro-

posed grading and drainage improvements are analyzed to ensure that drainage is not diverted from its natural drainage basin to another basin that was not designed to take that additional flow.

C. FIRE HAZARDS

The City of Carlsbad Fire Department currently provides fire protection and paramedic services to all of Carlsbad. The City was last surveyed by the Insurance Services Office (ISO) in 1992 receiving a Class 4 rating. Based upon the ISO rating system of 1 through 10, with the highest rating being 1 and 10 the lowest, the Carlsbad Fire Department offers adequate service.

The Carlsbad Fire Department currently maintains six stations throughout the City. The locations of the fire stations are dictated by Carlsbad's Growth Management Plan which calls for additional fire stations whenever there are more than 1,500 dwelling units outside a five minute road-response time from an existing station. Given the current traffic circulation master plan, all of Carlsbad at buildout can be served from the existing six sites, thus maintaining the growth management standard. As population increases, the demand for emergency services will increase. Fire stations are managed and planned to assure that additional personnel and equipment will be added as needed.

As a City surrounded by natural vegetation, Carlsbad is a medium fire hazard area for wildland fires which threaten both developed and undeveloped property. In addition, there are many inaccessible brush-covered canyons and hillsides in Carlsbad which add to the City's wildland fire hazard. During times of hot, dry weather with easterly winds, it is not uncommon to have several serious brush fires that require Carlsbad to use outside mutual-aid fire fighting help to control the fires. Some of the City's wildland, canyons, hillsides and other habitats are included in the Citywide Open Space System and discussed in the Open Space and Conservation Element. Goals, Objectives, and Implementing Policies and Programs addressing fire risk management in such areas are discussed in greater detail in the Open Space and Conservation Element.



Roughly 80 percent of the structure fires in Carlsbad are in single family residences. These fires typically involve common household contents such as furnishings, wood and plastics.

The Fire Department has signed automatic aid agreements with all surrounding communities when additional fire fighting resources are needed. The City is also part of both the San Diego County and State of California Master Mutual Aid Agreements and maintains a separate agreement with the California Department of Forestry.

The Carlsbad Fire Department has a weed abatement program which begins in April of each year. At that time, the City is surveyed for properties having weeds that have grown to such an extent that a fire hazard is created. Property owners are notified and given time to remove the weeds. If the weeds are not removed by the owner within the designated time frame, the fire department hires a weed abatement contractor to undertake the removal and charges the property owner for the City's cost.

The Carlsbad Fire Department requires a minimum flow of water for fire protection in accordance with the adopted Uniform Fire Code and the Insurance Services Office standards. Water mains serving single-family detached houses must provide a flow of 1,000 to 1,500 gallons per minute, in addition to the peak normal maximum daily consumption needs for a neighborhood. The required fire-flow standard for commercial, industrial, manufacturing and large apartment buildings varies from 1,500 to 5,000 gallons per minute, in addition to the peak normal daily consumption needs. This standard is based on type of construction, type of use and any built-in fire protection (sprinklers, etc.).

Clear emergency vehicle access to buildings is also important. Such access is regulated by the adopted Uniform Fire Code and adopted Carlsbad traffic circulation standards. Under the Fire Code, all portions of a building shall be within 150 feet of a serviceable fire access road. On public streets the minimum clear width required for emergency vehicles by the Fire Code is 20 feet. For example, a residential street with parking

allowed on both sides would be not less than 36 feet in total width.

There are currently no water flow pressure deficiencies in Carlsbad. The Carlsbad Fire Marshal reviews proposed projects to ensure adequate fire hydrant locations, water flow pressure, and access for emergency vehicles. He also assures that other requirements of the Uniform Fire Code are met.

In addition to providing fire protection, the Carlsbad Fire Department provides advanced basic and emergency medical services through fire engines and paramedic ambulances. All fire fighters are certified to Emergency Medical Technician/Fire Service level as required by the State.

D. DISASTER PREPAREDNESS

The City of Carlsbad has adopted the "City of Carlsbad Emergency Plan", prepared in conjunction with the Unified San Diego County Emergency Services Organization (USDCESO). This plan addresses the City's planned response to extraordinary emergency situations associated with any type of natural disaster, technological incident, or State of War emergency. The plan includes the City as part of the Statewide Emergency Management System. The plan does not apply to day-to-day emergencies or the well-established and routine procedures used in coping with these situations. Instead, the operational concepts focus on those extraordinary emergencies which pose threats to life and property and the overall well being of the community.

The Emergency Plan was written within federal and state guidelines and is organized under two interacting emergency management systems. The basic plan is written under a system known as "Multi-Hazard Functional Planning". This simply means the emergency response organization is designed to respond to any type of emergency without having to modify it to "fit" a particular type of emergency. This system interfaces very closely with the second management system which is known as the "Incident Command System". It is based upon managing the five principal activities which take



place during any larger scale emergency or disaster. They are: Command, Operations, Planning, Logistics and Finance. The City's Emergency Operations Center located at the Safety and Service Center is organized under the Incident Command System. The normal activities of most City departments lend themselves to supporting one or more of the five major activities; and City departments have been assigned responsibilities in the plan as it best relates to the work they normally do.

When an emergency is legally declared, government powers are broadened. The City Council becomes the Disaster Council and is able to focus its enhanced governing powers on the immediate needs to the community. The City Manager becomes the Director of Emergency Services with the authority to manage all emergency operations in the City. Selected department heads serve as members of the Command Section with major management roles in the emergency plan for guiding the overall strategy of the response organization.

"Depending on the scale of the emergency, [residents] will be relocated to the closest possible emergency center...the closest suitable public building or open area, such as schools and parks for emergency care and shelter areas."

Carlsbad's emergency plan follows the prevailing view of disaster planners that evacuation of neighborhoods during emergencies tends to complicate problem-solving and the movement of emergency vehicles. Residents will be relocated from their homes and businesses only when it is the best option. Depending on the scale of the emergency, they will be relocated to the closest possible emergency center. The City's plan uses the closest suitable public building or open area, such as schools and parks for emergency care and shelter areas. Medical supplies are pre-positioned at some city facilities. Agreements exist with other agencies to use their facilities during emergencies. Primary road arterials that could be

used to move people are: El Camino Real, Carlsbad Boulevard, La Costa Avenue, Rancho Santa Fe Road, and Carlsbad Village Drive.

Various training activities are conducted during the year, and culminate in an annual Citywide emergency simulation exercise, the results of which permit the City to continually refine the effectiveness of the City's emergency plan and response organization.

E. HAZARDOUS MATERIALS

There are some industrial sites within the City which store and use flammable materials and chemicals which are hazardous if inappropriately used. However, the sites are few in number relative to those found in other cities of Carlsbad's size and are heavily regulated by local, county, state and federal laws.

Carlsbad is traversed by a freeway, a railroad, and petroleum pipelines, as well as the oil and natural gas pipelines to the Encina Power Plant (Map 3: High Pressure Gas and Petroleum Transmission Lines). While the potential exists for a hazardous materials transportation emergency in Carlsbad, such emergencies are in fact historically rare; however, the Fire Department is prepared to deal with an incident should one occur.

If evacuation should become necessary due to a chemical spill or other accident which could result in the exposure of Carlsbad residents to dangerous conditions, it is the responsibility of the Police Department, in cooperation with the Fire Department, to conduct an orderly evacuation from endangered areas.

The City also belongs to the San Diego County Unified Disaster Council and Joint Powers Authority-Hazardous Materials Response Team, which responds to assist Carlsbad in a major chemical emergency.

The City also falls under the jurisdiction of the San Diego County Hazardous Waste Management Plan which is the primary planning document providing overall policy direction toward the effective management of the



County's hazardous waste. The plan describes how 100% of San Diego County's hazardous waste stream can be safely managed within the County, and is the guide for local decisions regarding the management of hazardous wastes. Designed to protect the public health and the environment, the plan focuses on a hierarchy of hazardous waste management techniques, which include, in order of priority:

- source reduction,
- waste minimization,
- on-site treatment, and
- off-site treatment at a multi-use facility.

All new development proposals within Carlsbad must provide compliance with this plan.

F. CRIME HAZARDS

Police protection for Carlsbad residents is provided by the Carlsbad Police Department which operates from the Safety Center located on Orion Way. Among San Diego cities with municipal police departments, Carlsbad has the second lowest FBI Crime Index per 1,000 population.

Carlsbad has adopted a standard of a maximum six-minute response time for police service on priority-one emergency calls. Police service (or the number of officers serving the City) is based upon actual workload measures including response times, travel times, type of service, number of calls for service, and the time of day that calls are received. The City's future Geographic Information System (GIS) will provide the ability to analyze this information more accurately and to enable the City to provide police service concurrent with demand.

The Police Department has numerous programs designed to increase crime prevention including Drug Abuse Resistance Education (DARE), Business Watch, Neighborhood Watch, Operation CAT (Combat Auto Theft), Operation ID (property identification), Juvenile Diversion, and the Guide Program. These are supplemented by a problem solving approach used by officers to help solve community problems which often enlists the

help of other City departments as well as county and state agencies.

G. McCLELLAN-PALOMAR AIRPORT

McClellan-Palomar Airport is located within the corporate city limits of Carlsbad, approximately four miles southeast of the Carlsbad Village Area. The airport, owned and operated by San Diego County, serves as a major general aviation facility for northern San Diego County. The San Diego Association of Governments (SANDAG) is responsible for preparing comprehensive land use plans for the area surrounding the airport, based on aircraft-produced noise impacts and aircraft-produced accident potential considerations.

McClellan-Palomar Airport opened in 1959 with a 3,700 foot-long by 100 foot-wide runway which was later expanded to 4,700 feet by 150 feet in 1961. In 1973, an Airport Traffic Control Tower was placed in operation. It is currently operated from 6:00 a.m. to 9:00 p.m. daily. The Federal Aviation Administration (FAA) classifies the airport as a general utility facility—an airport mainly serving aircraft with a maximum gross takeoff weight of 12,500 pounds or less. However, some aircraft larger than 12,500 pounds but less than 60,000 pounds do operate at the airport. The limit of 60,000 pounds per aircraft will continue to limit the airport to general aviation; there are no plans for it to become a commercial airport.

The Comprehensive Land Use Plan, McClellan-Palomar Airport, prepared according to FAA requirements by SANDAG, identifies areas likely to be impacted by noise and flight activity created by aircraft operations at the airport. These impacted areas include the Airport Influence Area, the Clear Zone, and the Flight Activity Zone (Map 4: Airport Influence Area).

The Airport Influence Area encompasses those areas adjacent to the airport which could be impacted by noise levels exceeding the California State Noise Standards or where height restrictions would be needed to prevent obstructions of navigable air space. Depending



on location, compatible land uses include non-residential uses such as office, industrial, commercial or low density residential uses such as single family dwellings.

The Clear Zones are land areas adjacent to the ends of the runway over which aircraft using the airport must pass for each operation, either arrival or departure. These areas are owned by the County and generally limited to open space types of land uses.

The Flight Activity Zone identifies land within the Influence Area which should be held free of intensive development (for example, more than ten dwelling units per acre), including high rise development and all uses which involve the assembly of large groups of people (more than 100). The plan recommends restricting development to industrial land uses with a small section at the southwestern corner designated as single family residential.

The City requires discretionary review of all proposed development projects within the Airport Influence Area. All parcels must process either a site development plan, planned industrial permit, or other discretionary permit. All projects are required to comply with Federal Aviation Administration regulations concerning the construction or alteration of structures that may affect navigable airspace.

H. OIL SPILLS

The City of Carlsbad has the potential of being impacted by coastline oil spills although such an occurrence is considered unlikely. If an oil spill were to occur, the authority and responsibility for clean up operations would be assumed by the U.S. Coast Guard, in conjunction with the State Lands Commission and the California Department of Fish and Game. The City, under its Disaster Preparedness Plan, would assume responsibility for any operations (such as traffic control) on land.

The only business in Carlsbad that has direct delivery from oil tankers is the San Diego Gas and Electric (SDG&E) Encina Power Plant located north of Cannon

Road along Carlsbad Boulevard. Annually, this facility accepts oil deliveries from approximately four tankers and three barges. As can be seen below in Table 1: Oil Deliveries, this number has lessened over the last decade. The reduction is due primarily to increased utilization of natural gas rather than oil.

Table 1: OIL DELIVERIES

	Tankers/ Yr	Barrels/ Ea	Barges/ Yr	Barrels/ Ea
1983-85	39	250,000	3	50,000
1986-89	20	250,000	8	50,000
1990-91	4	250,000	10	50,000
1991-92	0	0	7	5@50,000 2@100,000
1992-93	0	0	14	7@50,000 7@100,000
1993-94	1	270,000	1	100,000

Oil delivered to the Encina plant is known as low sulphur residual oil. This is a liquid substance, heated to a temperature of 135 degrees Fahrenheit, which solidifies below a temperature of 90 degrees. Upon delivery, the heated oil is transported from the tanker through a 225 foot flexible line to a 20 inch diameter pipeline located 3,500 feet offshore from the power plant. Oil flow is gradually increased to a maximum of 12,000-14,000 barrels/hour. Deliveries are normally complete within 12-36 hours depending on the size of the cargo.

Oil spill hazards are considered minimal due to the type of oil transferred from the tankers through the pipeline to the plant. Should a leak occur, residual oil would solidify and be easier to clean up than crude oil. The chance of a shipwreck and subsequent oil spill are also considered negligible because the shoreline is not rocky, no other large vessels enter the area, and the site is well identified.



All oil transfer operations, as well as emergency cleanup operations, are defined by the Encina Marine Terminal Operations Manual/Contingency Plan and approved by the Coast Guard. SDG&E submitted a Final Contingency Plan to the Department of Fish and Game on April 1, 1994. Approval of the document is pending.

Inspection of all operations and equipment are conducted annually by certified personnel. An oil boom deployment exercise is conducted annually for equipment checkout and personnel training. This exercise is monitored by the Coast Guard, the State Lands Commission, and the Department of Fish and Game.

To reduce emergency response time by oil spill cleanup contractors, San Diego Gas and Electric maintains emergency response equipment on scene during all oil transfer operations. This equipment includes a 110 foot oil spill response vessel which carries 3,000 feet of oil containment boom. The vessel also carries skimming equipment, oil storage capacity, and miscellaneous absorbent materials. In addition, a 50 foot mooring vessel assists tankers and barges in safely mooring to the facility. Nine personnel operate these vessels including two certified divers. On shore, two certified operators operate the shore-side equipment required during oil transfers. They are in constant radio contact with vessel personnel. Shore-side equipment includes 1,600 feet of oil containment boom stored in a mobile trailer plus a large assortment of miscellaneous absorbent materials. All of this equipment would be available to the City of Carlsbad as well as nearby coastal communities in the event of oil spills affecting their shorelines or any of the lagoons.

I. ELECTRO-MAGNETIC FIELDS

Electro-magnetic fields (EMFs) are generated by the movement and consumption of electric power. High-voltage transmission lines, low-voltage distribution lines, substations, electrical service vaults, and household appliances all generate EMFs. Although there has been a great deal of scientific discussion regarding the impacts of EMF, there has been no "safe" level of exposure yet established for EMF effects. There are no federal or state-set EMF standards at this time; however, some municipal

agencies are proposing a policy of "prudent avoidance". This policy allows decision-makers to review strategies to minimize EMF exposure, but only adopt those which look to be 'prudent' investments given their costs and current level of scientific understanding about possible risks.

It is the City's policy to monitor both research in this field as well as regulatory proposals of federal and state health and environmental agencies. However, until comprehensive land use procedures are developed and required by such an agency, the City does not propose to adopt any land use regulations for EMFs. Existing electrical transmission lines traversing the City are identified on Map 5: Electric Transmission Lines and Substations.

III. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

GENERAL

A. Goal

A City which minimizes injury, loss of life and damage to property resulting from fire, flood, crime, hazardous material, or seismic disaster occurrence.

GEOLOGY AND SEISMIC SAFETY

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from potential geologic and seismic disasters.

B. Objectives

B.1 To establish a development project review process that allows consideration of seismic and geologic



hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced.

B.2 To develop a program to identify existing potentially hazardous structures in the City of Carlsbad. These structures shall be abated or modified within a reasonable period of time, or their usage or occupancy modified when loss of life is a factor.

B.3 To work with other agencies to increase public awareness of geologic and seismic hazards.

B.4 To institute policies and programs that observe physical constraints in the City of Carlsbad regarding seismic and geologic problems and integrate them into the planning and development review process.

C. Implementing Policies and Action Programs

C.1 Review and revise all applicable City codes, ordinances, and policies, where necessary, to ensure compatibility with the geologic and seismic information contained in this element (e.g. grading ordinance, environmental protection ordinance).

C.2 Require project applicants to submit evidence that structures are designed to meet ground response characteristics of their individual site.

C.3 Prohibit the location of critical structures directly across known faults unless a geotechnical and/or seismic investigation is performed to show that the fault is neither active nor potentially active.

C.4 Use the City's geotechnical maps (prepared by Leighton & Associates, Inc., 1992) as generalized guidelines for planning purposes and in determining the type of geotechnical report to be required as well as the extent of the report. These maps include the Geotechnical Hazards/Constraints Map, Land Use Capability Map, Fault Location and Seismically-Induced Ground Shaking Map, Mineral Resources and Catastrophic Dam Failure Inundation, and the Tsunami and Seiche Hazard Zone

Map. (These maps are on file in the Planning Department.)

C.5 Require applicants to conduct detailed geologic and seismic investigations at sites where the construction of critical structures (high-occupancy structures and those which must remain in operation during emergencies) and structures over four stories are under consideration.

C.6 Enforce the State Map Act provision that subdivision maps may be denied if a project site is not physically suitable for either the type or density of a proposed development.

C.7 Require qualified professionals in the fields of Soil Engineering and Engineering Geology to review grading plans and inspect areas of excavation during and after grading, to evaluate slope stability and other geotechnical conditions that may affect site development and public safety. It is imperative in areas of known or suspected landslides and/or adverse geologic conditions to ascertain slope stability before and after development. The following determinations should be made in these cases: extent of landslide, depth-to-slide plane, soil types and strengths, presence of clay seams and ground water conditions.

C.8 Establish procedures to efficiently process required geotechnical reports. All reports dealing with geology should be produced, reviewed, and approved by geotechnically competent persons. However, only in those cases where city staff cannot adequately review and assess geologic reports should outside consulting help be sought.

C.9 Establish a program to identify and evaluate existing potentially hazardous structures. This work should include the assistance of a structural engineer experienced in this field.

The following structures shall be identified:

- 1) Structures, built prior to 1933;



2) Public buildings, especially ones with emergency service potential; and

3) Major public utilities.

C.10 Abate or modify potentially hazardous structures when loss of life is a potential factor. If the demolition of residential structures is required, an adequate relocation program for legal residents of the structure shall be instituted.

C.11 Develop recommendations regarding unreinforced masonry, aged and dilapidated structures and structurally unstable architectural appendages and ornaments, such as parapets or marquees.

C.12 Require installation of appropriate siltation and erosion control measures on proposed building and development sites wherever there is a potential for soil erosion.

C.13 Expand the City's data base in geology and related disciplines and, in addition, cooperate in a regionwide program, if one is established.

C.14 Review and update periodically the information contained in this element to reflect the latest geotechnical data available.

C.15 Recognize that geotechnical conditions including soil engineering, geologic and seismic conditions included in the Geotechnical Hazards Analysis and Mapping Study (Leighton & Associates, Inc., 1992) are generalized in nature and should be used for planning purposes only. Site specific investigations, either routine or detailed (depending upon the proposed development and existing geotechnical conditions of the site), should be performed prior to the granting of approval to proceed with development. Geotechnical Hazards Maps are available in the Planning Department.

C.16 Require an investigation by a qualified engineering geologist, where it has been determined that a probable seismic hazard exists.

C.17 Design all structures in accordance with the seismic design standards of the Uniform Building Code and State building requirements.

FLOOD HAZARDS

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from the occurrence of floods.

B. Objectives

B.1 To develop standards and criteria to reduce flood hazards and implement them by adopting new codes and ordinances or strengthening existing ones.

B.2 To restrict or prohibit uses which are dangerous to the health and safety of people or adversely affect property due to water and erosion hazards, or which result in damaging increases in erosion or flood height or velocities.

B.3 To continue to pursue flood control programs through such means as: application of the grading ordinance, the flood plain overlay zone, and the recommendations of the Open Space and Conservation and the Public Safety Elements.

B.4 To seek the cooperation and coordination of all jurisdictions and agencies such as the San Diego County Flood Control District, involved in the mitigation of flood hazards.

C. Implementing Policies and Action Programs

C.1 Enforce the Colby-Alquist Floodplain Management Act which prohibits the placement of structures in the floodway, except for public utility or communication lines.



C.2 Require a Special Use Permit for all development proposed within the 100-year floodplain. Review all such proposals to ensure that all building elevations are higher than the peak flow level of a 100-year flood and do not adversely impact other properties.

C.3 Require all proposed drainage facilities to comply with the City's "Standard Design Criteria" to ensure they are properly sized to handle 100-year flood conditions.

C.4 Comply with all requirements of the State Department of Water Resources' Division of Dam Safety to ensure adequate flood control.

C.5 Review all new development proposals to ensure compliance with those sections of Titles 18 and 20 pertaining to drainage and flood control structures.

C.6 Comply with Federal Emergency Management Agency requirements to have a program of identifying flood hazard areas and controlling development within these areas in order for residents to qualify for federal flood insurance.

C.7 Require installation of protective structures or other design measures to protect proposed building and development sites from the effects of flooding or wave action.

FIRE AND EMERGENCY MEDICAL SERVICES

A. Goals

A.1 A City which minimizes the injury, the loss of life and damage to property resulting from fire hazards.

A.2 A City which optimizes the organization and delivery of emergency services.

B. Objectives

B.1 To reduce fire hazards to an acceptable level of risk.

B.2 To maintain an initial emergency travel response time of five (5) minutes.

B.3 To maintain close coordination between planned improvements to the circulation system within the City of Carlsbad and the location of fire stations to assure adequate levels of service and response times to all areas of the community.

B.4 To require a minimum flow of water for fire protection in accordance with adopted City Uniform Fire Code.

B.5 To consider, in land use decisions, site constraints in terms of hazards and current levels of emergency service delivery capabilities. In areas where population or building densities may be inappropriate to the hazards present, measures shall be taken to mitigate the risk of life and property loss.

B.6 To coordinate the delivery of fire protection services through mutual aid agreements with other agencies when appropriate.

C. Implementing Policies and Action Programs

C.1 Enforce the Uniform Building and Fire Codes, adopted by the City, to provide fire protection standards for all existing and proposed structures.

C.2 Review new development proposals to consider emergency access, fire hydrant locations, fire flow requirements, and wildland fire hazards.

C.3 Require new development to provide the installation of emergency water systems and all-weather access roads prior to the placement of combustible materials on the site.



C.4 Continue the use of local ordinances to expand the use of automatic fire sprinklers (above the minimums required by regional model building codes) and require wood roofs to be fire retardant, especially in new commercial and residential construction.

C.5 Inspect all new or altered buildings and structures to be sure they conform with applicable fire, building and life safety codes.

C.6 Administer a weed abatement program to limit fire hazards in and around developed areas.

DISASTER PREPAREDNESS

A. Goal

A City which provides for emergency response during and after catastrophic events.

B. Objectives

B.1 To undertake periodic disaster exercises to test and improve jurisdictional and inter-departmental coordination and response to emergencies brought about by catastrophes such as fire, flood, earthquakes, and hazardous spills.

B.2 To establish and maintain safe and effective evacuation routes.

C. Implementing Policies and Action Programs

C.1 Maintain and periodically update the City of Carlsbad Emergency Plan as appropriate information becomes available. Revisions shall refine the overall City Emergency Plan to include specific emergency requirements and activities for potential disasters.

C.2 Promote public awareness of possible natural and man-made hazards, measures which can be taken to protect lives and property, response plans, and evacuation routes.

HAZARDOUS MATERIALS

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from hazardous materials disaster occurrence.

B. Objectives

B.1 To limit the hazards associated with the manufacture, use, transfer, storage and disposal of hazardous materials and hazardous wastes through enforcement of applicable local, county, state and federal regulations.

B.2 To comply with San Diego County's Hazardous Waste Management Plan.

B.3 To regulate locations for the manufacture, storage, and use of hazardous materials within the City through implementation of Title 20 of the Carlsbad Municipal Code, the Zoning Ordinance.

C. Implementing Policies and Action Programs

C.1 Review land use decisions to consider constraints presented by the potential for on-site and off-site contamination by use, transfer, storage, or land disposal of hazardous materials and wastes. Land use decisions should be consistent with federal, state and county environmental regulations.

C.2 Provide for hazardous materials emergency incident responses. Coordinate such responses with applicable federal, state and county agencies.

C.3 Maintain regulations which require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.



C.4 Enhance and expand the use of desiltation/pollutant basins to function as hazardous material spill control facilities to prevent the spread of contaminants to downstream areas.

CRIME HAZARDS

A. Goal

A City which minimizes injury, loss of life, and damage to property resulting from crime.

B. Objectives

B.1 To maintain a high standard for the delivery of law enforcement services, including a commitment to the use of state-of-the-art equipment and management techniques.

B.2 To provide sworn staff in sufficient numbers to support basic patrol services consistent with patterns observed in progressive departments serving cities in the population range comparable to Carlsbad.

B.3 To strive to provide civilian staff in sufficient numbers to support sworn staff in services such as crime prevention, investigative support, crime scene investigation, and taking reports at incident scenes.

B.4 To encourage crime prevention through the planning process by establishing specific design criteria and standards to be used in the review of land use development.

C. Implementing Policies and Action Programs

C.1 Authorize and encourage representatives of the Carlsbad Police Department to participate in interdepartmental conferences to review specific land use development proposals as they relate to street access and safety to minimize opportunities for crimes to occur.

C.2 Maintain and update guidelines for the utilization of street and public building lighting systems that conserve energy and meet Palomar Observatory requirements as well as help in crime prevention.

C.3 Maintain efforts to educate the public about crime deterrence through programs like the Neighborhood Watch Program within residential neighborhoods and the Business Watch Program within commercial and industrial areas. Encourage similar community-oriented policing and problem-solving techniques in working with the community to reduce crime.

C.4 Remain active in crime prevention by working with human care agencies, recreational agencies, educational services and community groups to:

1. reduce victimization;
2. encourage recreational opportunities to provide off-school hour activities for youth; and
3. maintain awareness of potential problem areas.

AIRPORT HAZARDS

A. Goal

A City which minimizes noise and safety hazards within areas around the airport.

B. Objective

To ensure that development in the Airport Influence Area occurs in compliance with relevant adopted policies.

C. Implementing Policies and Action Programs

C.1 Coordinate with the San Diego Association of Governments and the Federal Aviation Administration to protect public health, safety and welfare by ensuring the



orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.

C.2 Comply, to the extent possible and consistent with City noise and land use policies, with the requirements and recommendations of the Regional Airport Land Use Commission and the Federal Aviation Administration regarding development proposals within the Airport Influence Area.

C.3 Review development proposals in the Airport Influence Area to ensure that design features are incorporated into proposed site plans which specifically address aircraft crash and noise hazards.

OIL SPILLS

A. Goal

A City which minimizes injuries, loss of life and property damage resulting from oil spills.

B. Objective

To encourage and cooperate with the federal government, state agencies and San Diego Gas and Electric to develop an emergency oil cleanup plan.

C. Implementing Policies and Action Programs

C.1 Support U.S. Coast Guard responsibilities (under the Encina Marine Terminal Operations Contingency Plan) for directing and regulating all oil transfer operations and emergency cleanup operations.

C.2 Support SDG&E compliance with the provisions of all agency oil spill response Final Contingency Plans when adopted.

C.3 Support the joint annual inspections of all operations and equipment conducted by the U.S. Coast Guard, the California Department of Fish and Game, and the San Diego Gas and Electric Company.

C.4 Support the efforts of the San Diego Gas and Electric Company in providing and maintaining emergency cleanup equipment in the event of an oil spill.

ELECTRO-MAGNETIC FIELDS

A. Goal

A City which actively pursues the latest information on EMFs to respond as quickly as possible, if necessary to reduce public exposure to EMFs.

B. Objective

To update City policies and ordinances, when and if it is necessary, as additional information regarding the impacts of electromagnetic fields becomes available.

C. Implementing Policies and Action Programs

Monitor research in this field as well as the regulatory proposals of federal and state health and environmental agencies. Until comprehensive procedures are developed and required by such an agency, do not adopt land use or other regulations for EMFs. Work with SDG&E to provide information regarding transmission line field strength data to concerned parties.

SEISMIC FAULTS

Legend

- - - - - Approximate Location of Fault
- Approximate location of fault covered by surficial soils (such as alluvium and terrace deposits)
- _____ City Limit
- - - - - 25' Elevation contour

0 2500 5000 7500

GRAPHIC SCALE : 1" = 2500'

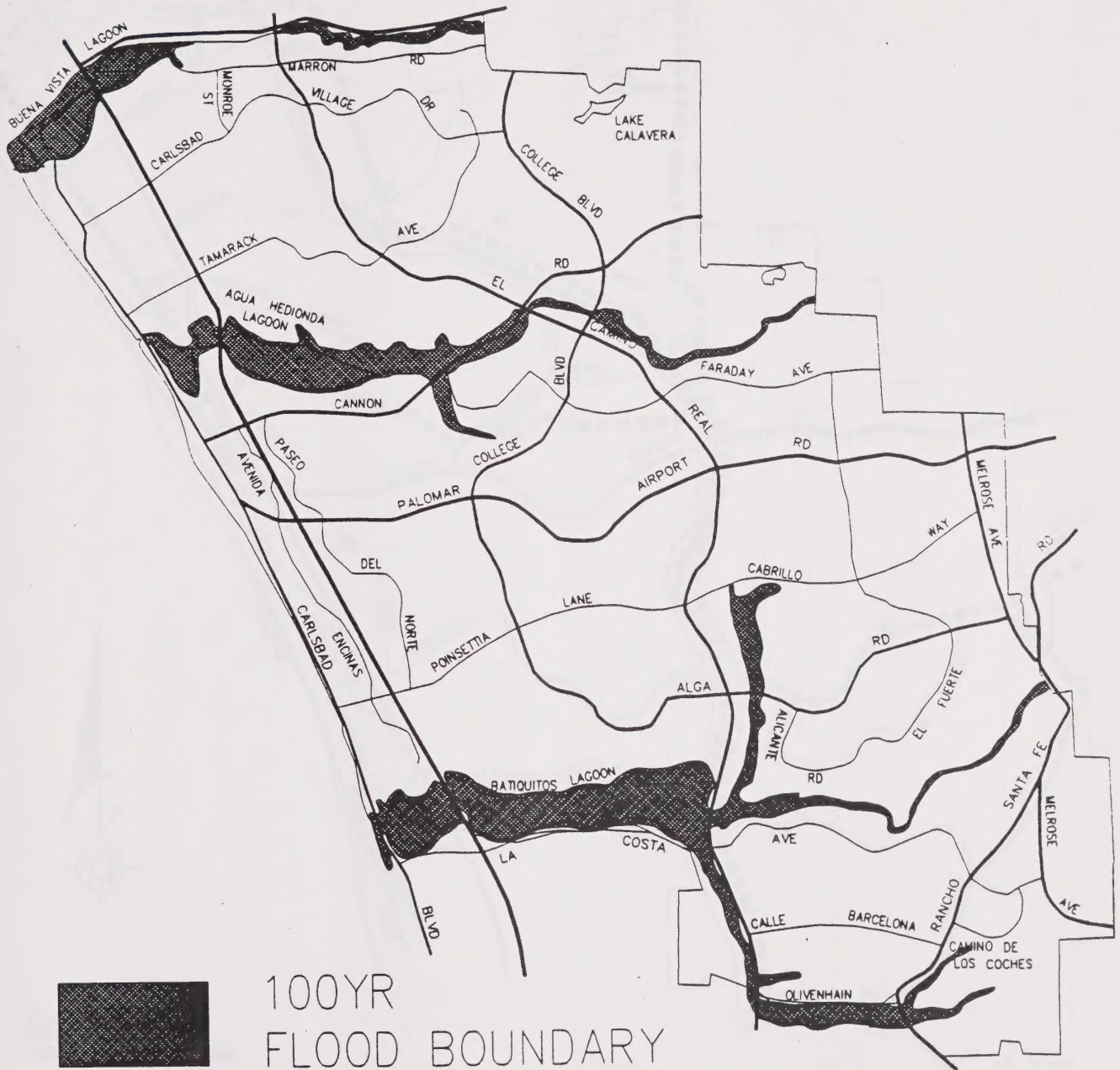
Aerial Photo Date - Sept-Oct. 1968. Aerial Photo Scale - 1 : 9600

This map was compiled by photogrammetric methods and meets national map standard accuracy specifications. Horizontal Control is Based On the California Coordinate System NAD 83. Vertical Control is Based On the 1929 MEAN SEA LEVEL DATUM. Ocean bottom contours derived from 1968 U.S.G.S. Quadrangle Maps.

Rose Canyon Fault Zone*



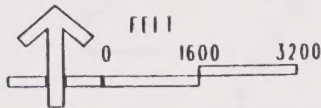
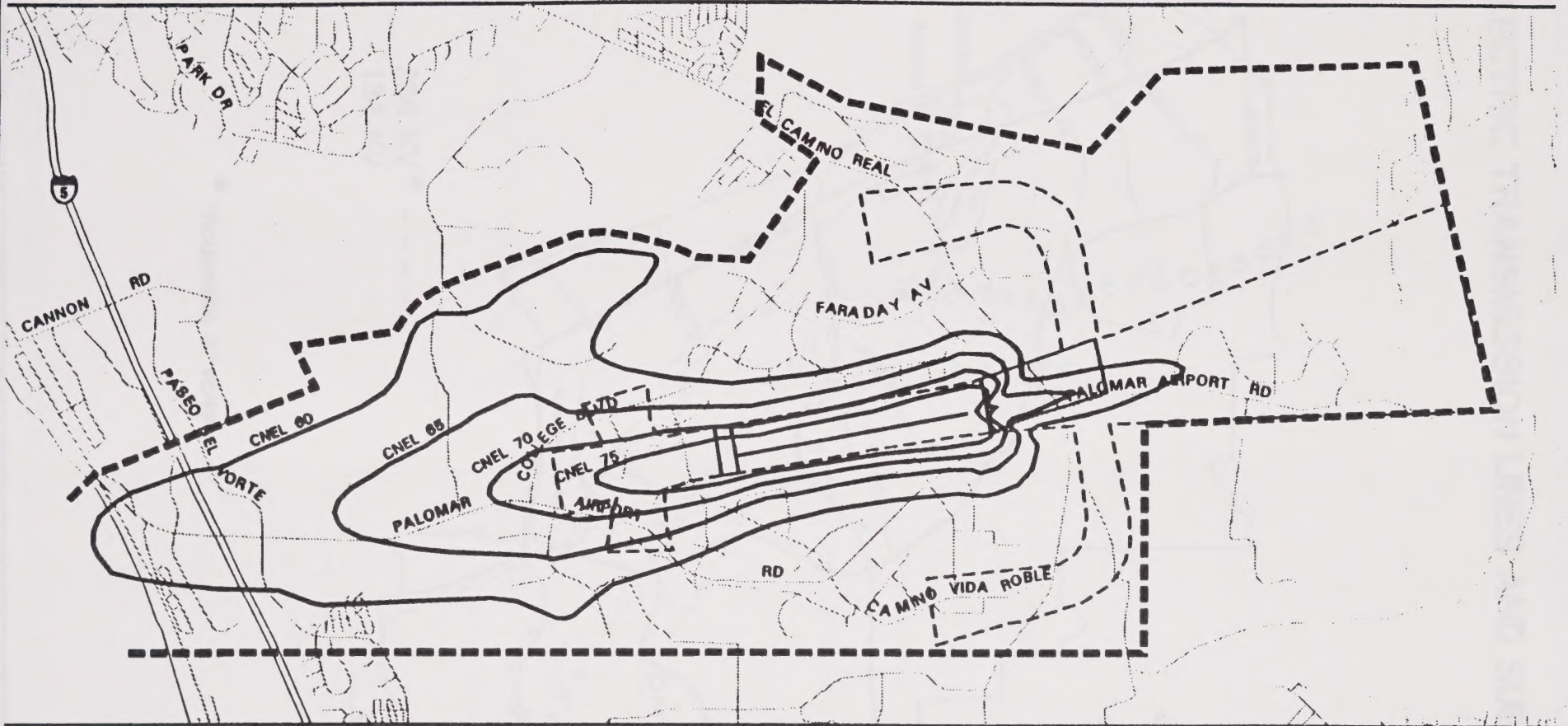
100 YEAR FLOOD BOUNDARIES



HIGH PRESSURE GAS & PETROLEUM MAINS



AIRPORT INFLUENCE AREA

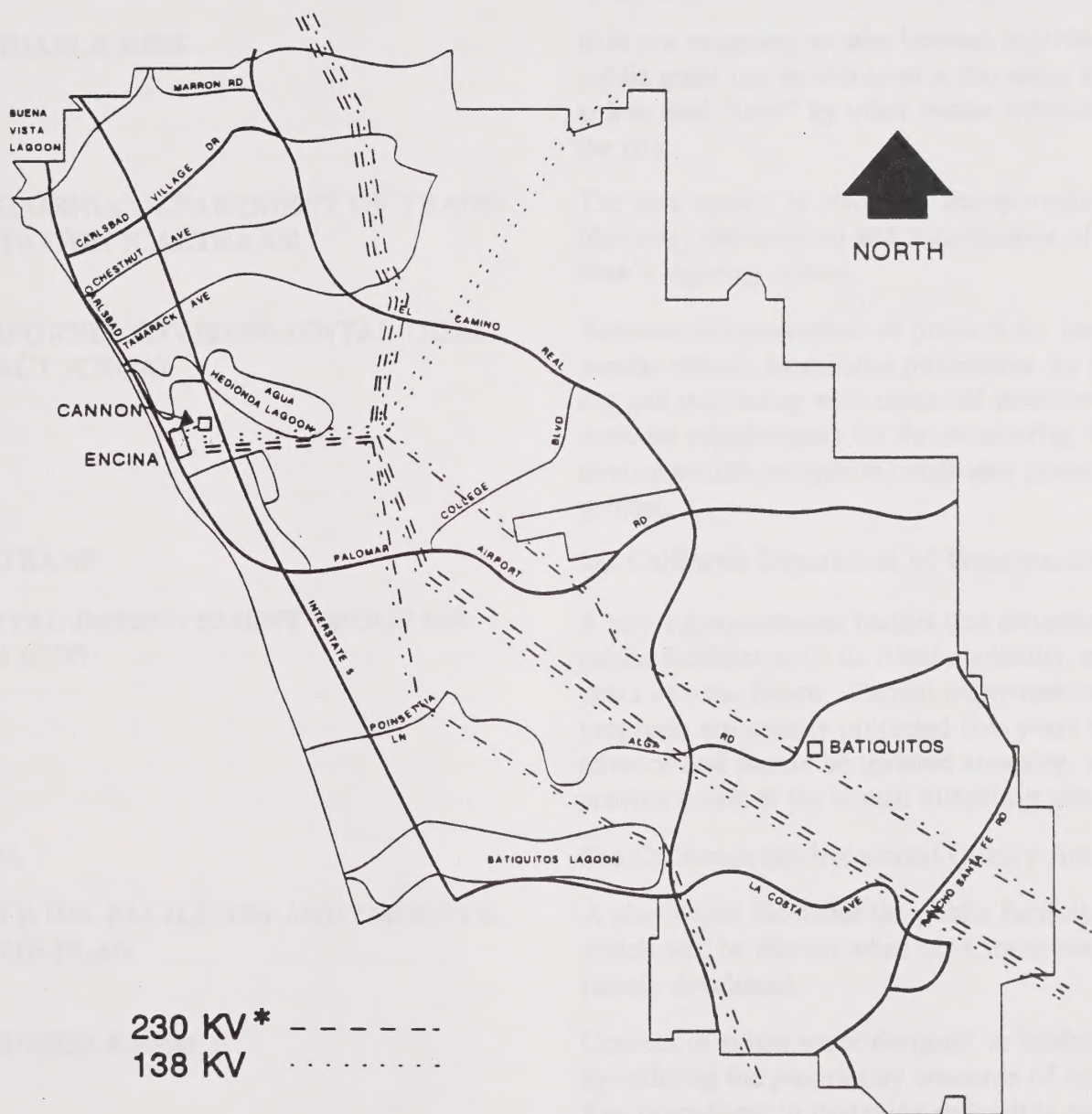


San Diego
ASSOCIATION OF
GOVERNMENTS

February 17, 1994

-  Runway Protection Zone
-  Flight Activity Zone
-  Airport Influence Area

ELECTRIC TRANSMISSION LINES AND SUBSTATIONS



* thousands of volts



V. GLOSSARY

ACCEPTABLE RISK

The level of risk below which no specific action by local government is deemed necessary.

AVOIDABLE RISK

Risk not necessary to take because individual or public goals can be achieved at the same time or at less total "cost" by other means without taking the risk.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The state agency in charge of transportation planning, construction and maintenance of the state's highway system.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Requires the assessment of projects for environmental effects, establishes procedures for preparing and processing environmental documents and includes requirements for the monitoring of environmental mitigation conditions placed on a project.

CALTRANS

See California Department of Transportation.

CAPITAL IMPROVEMENT PROGRAM (Plan) (CIP)

A city's governmental budget that programs public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five years in advance and should be updated annually, so as to provide a link to the annual budgeting process.

CEQA

See California Environmental Quality Act.

CITYWIDE FACILITIES AND IMPROVEMENTS PLAN

A plan which identifies the public facilities which will be needed when the City is completely developed.

DEFENSIBLE SPACE

Concept of urban space designed to inhibit crime by utilizing the proprietary concerns of residents. Key ingredients in designing defensible space include: improving the natural capability of residents to visually survey the public areas of their residential environment; enhancing spheres of territorial influence within which residents can easily adopt proprietary attitude; and, enhancing safety through the strategic geographic locations of intensively used community facilities.



DEPTH-TO-SLIDE PLANE

The distance from the ground to the rupture surface of a landslide.

FIRE HAZARD

Any condition or action which may increase the potential of fire to a greater degree than that customarily recognized as normal by official agencies responsible for fire prevention or suppression, or which may obstruct, delay, hinder or interfere with the operations of the fire agency or the egress of occupants in the event of fire.

FIRE HAZARDOUS AREAS

Any land covered with grass, grain, brush or forest, land situated close enough to such areas that are seriously exposed to flying brands, situated on slopes or isolated in such a manner that a fire would be difficult to suppress or would result in substantial fire or erosion damage.

FIRE PREVENTION

The function of approving building plans; inspecting buildings, their contents, and their fire protection equipment to buildings, their contents, and their fire protection equipment to eliminate or minimize hazardous conditions or operations; public education; and investigating the causes of fires to serve as a guide for future fire prevention priorities.

FIRE PROTECTION SERVICES

Any official agency charged with the responsibility of protecting life and/or property through such operations which may be necessary to extinguish or control any fire, perform any rescue operation, investigate suspected or reported fires, gas leaks, or other hazardous conditions or situation.

FLOODPLAIN

Land area adjacent to a watercourse which is subject to inundation of floodwaters expected from a 100-year flood.

**FLOODWAY**

A river channel and adjacent land area within a floodplain needed to carry a 100-year frequency flood without increasing the water surface elevation more than 1 foot at any point. The boundary of the 100-year floodway shall be determined using data contained on the City's National Flood Insurance Maps.

GMP

See Growth Management Plan

**GROWTH MANAGEMENT PROGRAM/
PLAN (GMP)**

A comprehensive approach to land use planning now and in the future. It links residential, commercial and industrial development directly to the availability of public services and facilities. It sets limits on the total number of housing units to be built and increases the total amount of open space to be preserved in the City.

GROWTH MANAGEMENT ZONE

A geographically-defined area in the City, the boundaries of which were based upon logical facilities and improvements planning relationships. Under the City's Growth Management Plan, there are 25 zones and a plan for facilities and improvements is required for each zone before development can occur.

HYDRAULIC

Operated by the resistance offered, or the pressure transmitted when a quantity of liquid (as water or oil) is forced through a comparatively small orifice or through a tube.

HYDROLOGY

The science dealing with the properties, distribution and circulation of water and snow.

LATERAL SPREADING

Shallow-angle slope failure caused by liquefaction or a subsurface layer.

LFMP

See Local Facilities Management Plan.

LIQUEFACTION

The process of becoming liquid. Liquefaction is caused by strong vibratory motion in saturated, loose, sandy soils. As a result of the conditions required to cause liquefaction, in Carlsbad, areas of possible liquefaction are limited to alluvial soils in the valleys and low-lying areas of the City.



**LOCAL FACILITY MANAGEMENT PLAN
(LFMP)**

Shows how and when the following facilities and improvements necessary to accommodate development within the zone will be installed or financed; City administrative facilities, library, wastewater treatment, parks, drainage, circulation, fire facilities, open space, schools, sewer facilities and water facilities.

LURCH CRACKING

Phenomenon associated with strong earthquakes whereby the ground is disturbed and cracked by earthquake oscillation.

PUBLIC FACILITIES

Uses or structures that provide services to the public such as a library, City Hall, fire station, police station, park, traffic signal or major street.

RIGHT-OF-WAY

The area of land which has been dedicated for public use for transportation purposes (i.e. a street, freeway or railroad).

SANDAG

See San Diego Association of Governments (SANDAG).

**SAN DIEGO ASSOCIATION OF GOVERN-
MENTS (SANDAG)**

The regional planning agency for the San Diego Region of which Carlsbad is a member agency.

SUBSIDENCE

The gradual sinking of land as a result of natural or manmade causes.

UNACCEPTABLE RISK

Level of risk above which specific action by government is deemed to be necessary to protect life and property.

CARLSBAD



RECREATION

Parks & Recreation Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND

The City of Carlsbad is strongly committed to the development of park facilities and recreation programs to meet the needs of its citizens, tourists and employees. The City has determined that park and recreation facilities contribute significantly to the quality of life of its residents, and consequently, have required a Parks and Recreation Element to establish the foundation for current operation and future development of park facilities and recreation programs.

"The City determined that park and recreation facilities contribute significantly to the quality of life of its residents, and consequently, have required a Parks and Recreation Element to establish the foundation for current operation and future development of park facilities and recreation programs."

The intent of this element is to provide the policy framework by which the City will plan, develop, and provide quality active and passive park facilities, trails and recreational programs to ensure that the residents, tourists, and employees of Carlsbad are afforded the opportunity to enjoy optimum leisure experiences. Furthermore in accordance with the City's Strategic Plan, The Recreation Department has identified target issues important to those who live, work and recreate in Carlsbad and is committed to providing the following:

- Enhanced Access to Open Space
- Creating Strong Community
- Providing Lifelong Learning Opportunities
- Establishing & Preserving Safe Places to Gather

B. STATE LAW

Under State Law (Section 65000 et seq, California Government Code) all cities and counties must adopt a General Plan with seven (7) mandatory elements, which include: land use, circulation, housing, conservation, open space, noise, and public safety. In 1985, the state law was amended to allow cities and counties to include other elements in its general plan, which, in the judgment of the City Council, relate to the physical development of the City. The City Council has determined that the planning and development of parks facilities and recreation programs are an integral part of the physical development of the City, and must be included as part of its General Plan.

C. RELATIONSHIPS TO OTHER ELEMENTS

California law requires that general plans contain an integrated, internally consistent set of policies. The Parks and Recreation Element, although not mandatory, has been prepared consistent with all other elements of the General Plan.

Additionally, goals, objectives and implementing policies and action programs have been formulated to be consistent with the objectives established in the City's Local Coastal Program.

The Parks and Recreation Element is strongly influenced by the Land Use Element, in that each recreational facility has been located within a compatible land use area. This Element does not dictate specific locations for recreational facilities, with the exception of Special Resource Areas, but rather recommends general areas and site criteria for future recreational facility development.

The Parks and Recreation and Open Space and Conservation Elements also have a strong relationship. The Open Space and Conservation Element identify areas desirable for future open space. These areas are geographically shown on the Conceptual Open Space and Conservation Map and may be suitable for recreational activities. The Parks and Recreation Element

proposes recreational uses in some of these areas when they are compatible to land use and potentially appropriate to public recreational needs such as trails. The intent of the Parks and Recreation Element, however, is not to establish land use policies for these areas, but rather to provide recreational opportunity within the context of the existing General Plan policies.

The Circulation Element contains designated bicycle routes, trails and pedestrian access provisions so it bears a relationship with the Parks and Recreation Element.

Finally, because the classification of parks (size, location, recreational amenities) relates to the amount and location of the population, the Parks and Recreation Element is related to the Housing Element.

D. QUIMBY ACT

The principle authorities for parkland dedication include the Subdivision Map Act and the Quimby Act (California Government Code Section 66477). The California Legislature established the Quimby Act in 1965, in response to California's increased rate of urbanization and the need to preserve open space and provide parks for California's growing communities.

"Quimby" provides local government with the authority to place into law an ordinance requiring developers to provide land and/or fees to acquire and develop parks and recreation facilities.

Parkland dedication or in-lieu fees, as they relate to Carlsbad, are identified in the Municipal Code (Chapter 20.44). Simply stated, the ordinance requires the dedication of three (3) acres of land for Community Parks and Special Use Areas for each 1,000 population. In addition to this required dedication of three (3) acres for park purposes, an additional City standard, not

required of the developers identifies 2.5 acres per 1,000 populations for special resource areas.

E. GROWTH MANAGEMENT PROGRAM

As part of the City's Growth Management Plan, a performance standard for parks was adopted. The park performance standard requires that three (3) acres of Community Park and Special Use Area per 1,000 population within a park district (quadrant) must be scheduled for construction within five (5) years of development. Special Resource Area acreage does not count towards meeting this performance standard. The program further requires that this standard be met before any additional development may occur within a park district. The program also enables the City to project and provide accurately for future park demands.

"The park performance standard requires three (3) acres of Community Park and Special Use Area per 1,000 population within a park district."

Proposition E, approved by the voters November 4, 1986, estimated the number of dwelling units to be built with the City at 54,600. Table 1: Park Acreage Demand, has been updated based upon 2001/2002 population estimates and summarizes the estimated amount of dwelling units per quadrant with a corresponding estimated population and park acreage requirement at buildout.

TABLE 1: PARK ACREAGE DEMAND AT BUILDOUT

PARK QUADRANT	DWELLING UNITS	POPULATION	PARK AC. DEMAND	ANTICIPATED PARK AC. BUILDOUT
NW Quadrant	12,952	30,020	90.1 ac.	175.33 ac.
NE Quadrant	8,267	19,161	57.5 ac.	82.20 ac.
SW Quadrant	10,595	24,557	73.7 ac.	96.30 ac.
SE Quadrant	16,546	38,350	115.1 ac.	131.30 ac.
TOTALS	48,360	112,088	336.4 ac.	485.1 ac.

F. PARK AND RECREATIONAL NEEDS GENERATED BY INDUSTRIAL USES

Although the Quimby Act itself does not apply to industrial or commercial subdivisions, a local agency is permitted to impose fees or exactions as a condition of approval of a proposed development, provided those fees and exactions do not exceed the estimated reasonable cost of providing the service or facility. In addition, the Growth Management Ordinance (CMC 21.90) authorizes special facility fees to pay for improvements or facilities which are related to new development. Since there is a substantial impact on existing recreation facilities from an increasing industrial employment base, a need to impose and implement a park mitigation fee for industrial development was recognized. In November 1987, the City Council adopted its first park mitigation fee for the Zone 5 Local Facilities Management Plan. Additionally, a park mitigation fee was required as part of the Zone 16 and 13 Local Facilities Management Plans. The purpose of a fee is to ensure adequate recreational facilities to accommodate the demand created for them by the daily influx of the industrial work force and population as industrial development grows throughout the City.

G. PARK INVENTORY INTRODUCTION

The pre-1982 Parks and Recreation Element emphasized more passive use concepts with the acquisition and development of smaller neighborhood, mini, and vest pocket parks. Additionally, natural open space areas, meant to serve as connective corridors and greenways throughout the City, were accepted as park requirements dedicated under the Quimby Ordinance. Due to the characteristics of these natural open space areas, many of the sites once accepted for park purposes are considered undevelopable by today's park development standards.

Today, current and future parkland dedicated under the Quimby Ordinance is subject to more stringent conditions than were once

required. Noting the shift in acquisition policy, developable parkland is considered to be buildable acreage similar to acreage associated with the subdivision for which dedication is required. Typically, it has slopes of less than 10% and is not to be located in an area on which building is precluded due to environmental constraints as defined by City ordinance or other laws, geological constraints, flooding, easements, or other encumbrances and/or restrictions.

Current recreational trends identify a request for both active and passive recreation. In order to accommodate those trends, parkland dedication requirements are geared toward the acquisition of developable parkland, which may provide both active and passive use. In addition recent City surveys indicate a demand for access to Open Space and trails as a priority quality of life issue for residents of the community. In response to this demand, City Council adopted the Citywide Trails Plan Report in November of 2001 outlining implementation of a Citywide Trails Program.

Carlsbad's present park development philosophy concentrates on providing larger community parks, which incorporate a balance of both active and passive recreational amenities. The result has created a more realistic park program in terms of meeting the recreational needs of the residents, tourists, employees, the Growth Management requirements, and is more financially feasible from an operational and maintenance standpoint.

The development of small neighborhood parks is no longer pursued primarily because of the high cost of maintenance. Because these parks typically provide one or two recreational uses, they have been incorporated within the current Special Use Area park classification. Some sites previously acknowledged as Neighborhood Parks have been incorporated ("grandfathered") into the Community Park classification, and although they may not meet the current acreage requirement, they do provide amenities characteristic of the Community Park category.

1. PRIMARY PARK CLASSIFICATIONS

Presently, the City of Carlsbad's Parkland Inventory is composed of three primary park classifications:

- Community Parks
- Special Use Areas
- Special Resource Areas

Although these classifications are the basis for the City's standards, to ensure optimum park and recreational facilities, three special resource areas and one community park have been identified as Regional Open Space Parks within the San Diego Association of Governments Report, "Regionally Significant Open Space." The standards for each park classification are as follows:

Community Parks	2.5 acres/1,000 pop.
Special Use Areas	.5 acres/1,000 pop.

(Collectable Park Standard)	3.0 acres/1,000 pop.
Special Resource Areas	2.5 acres/1,000 pop.

OVERALL PARK AC. STANDARD	5.5 acres/1,000 pop.
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"The City of Carlsbad's Parkland Inventory is composed of three primary park classifications: Community Parks; Special Use Areas; and, Special Resource Areas."

The City defines these Park Classifications as follows:

Community Parks – These are leisure facilities, approximately 20 to 50 acres in size; however, due to the 1982 revision of the Parks and Recreation Element, pre-1982 neighborhood parks of less than 20 acres have been reclassified and "grandfathered" into the Community Park classification. This reclassification was approved by the Parks and Recreation Commission in May 1987 and by the City Council in August 1987. Any future acquisition and development of community park sites within the northwest quadrant, where a

near buildout situation exists, in all likelihood will require community park development of sites under 20 acres in size.

Typically, Community Parks are designed to serve the recreational needs of several neighborhoods. The nature of this type of facility encourages and attracts family unit populations from a nearby vicinity on a daily frequency.

Community Parks generally provide active and passive use amenities; however, they are not limited to the exclusive use of either.

Minimum facilities should include:

- Family-oriented picnic areas
- Group picnic areas
- Turfed open space areas for free play
- Multi-purpose playfield(s) (lighted when appropriate)
- Tot lot areas
- Structures for lectures, meetings, skills, instructions, etc.
- Buffer areas
- Special use facilities such as swimming pools, tennis courts, horseshoes, handball and racquetball courts, bicycle paths, etc. as per specific community demand may be located within these parks if appropriate to the interests and needs of the community in which the park is located.

The primary access orientation is vehicular. It is therefore established that community parks should be located adjacent to a secondary arterial or circulation route of greater hierarchy as defined within the Circulation Element.

Special Use Areas – These are typically local facilities that contain only one or two activity type uses, either passive or active in nature. They are between one and five acres in size and generally provide the basic widely accepted facilities found in a community park site. Facilities of this type are: (but not limited to) swim, tennis or racquetball complexes, meeting halls, athletic complexes, off leash dog parks, skateboard parks, play lots, picnic and interpretive walk areas.

Based on City Council policy in August 1987, and confirmed in November of 1990, community school activity fields can be incorporated within the Special Use Area classification and included within the Park Area

Inventory. However, only these current school sites which operate under "joint-use" facility agreements between the City of Carlsbad and the corresponding school district are, in fact, incorporated within the Parks Inventory.

The pre-1982 Parks and Recreation Element included Mini and Vest Pocket parks. The revised 1982 Parks and Recreation Element has incorporated these parks into the special use category which typically defines the nature of these areas.

Adequate access should be a primary siting criteria utilized in determining the location of a Special Use Area.

Special Resource Areas – These are local amenities that have either citywide or potential regional significance. The significance is in the quality of the site that makes it unique as either a passive and/or active recreation area; this quality may be of a natural (water, geological, ecological, etc.), historical (architectural, etc.), or a combination thereof. Consequently, the Special Resource Area as defined has a visitor attraction or drawing power to users locally and beyond.

Typically, Special Resource Areas provide a unique character and/or use not found in Community Parks or Special Use Areas and in general, they are larger than Community Parks.

2. ACTIVE/PASSIVE AREAS

In addition to a parks primary classification, the City may describe a park as containing active and/or passive areas. Parks can be developed with either active or passive park amenities or a combination of both. Active park areas typically provide a form of organized, supervised, often extracurricular recreation. Park amenities denoting active use may include gymnasiums, swim complexes, multi-use ballfields, tot lots, hard court play surfaces, volleyball, horseshoe areas, or a combination thereof.

Passive park areas often provide minimal or no amenities associated with active use. The very nature of passive use implies undemonstrative, nonparticipating, complacent, subdued activity. Park amenities generally associated with passive

use include nature trails, walkways, picnic tables, benches, and small turf and/or landscaped areas.

3. REGIONAL OPEN SPACE PARKS

Three of the City's Special Resource Areas and one community park (Lake Calavera, Agua Hedionda Lagoon, Batiquitos Lagoon and Veterans Memorial) have been identified as Regional Open Space Parks in addition to their primary city park classification. These sites have been identified as Regional Open Space Parks consistent with the recommendations of the San Diego Association of Governments' (SANDAG) report, Regionally Significant Open Space – Definition. Although parks have been identified as part of the regional park system, they will continue to function pursuant to their primary park classification as identified above. The identification of a city park as a Regional Open Space Park simply denotes that the park is part of the region's park system.

A regional park is a major park that may contain any one or combination of such attributes as natural beauty, unique topographic features, historical structures or unusual scenery. Such parks are usually developed for at least two outdoor activities, but the greatest part of the acreage may remain as undeveloped open space. Usually a regional park has at least 200 acres, 50 acres of which are developable. The size may be smaller for unique regional resources.

H. MISCELLANEOUS LANDSCAPE/OPEN SPACE AREAS

Miscellaneous landscape/open space areas are secondary classifications within the park inventory. This category has been established to provide accountability for additional acreage currently under maintenance responsibility of the Park Operations Division, however, is not useable to meet the City's park collectable standards. In addition, accountability is provided for the natural open space areas once considered as parkland; however, by today's standards, they are not considered to be conducive to park use and/or development, which may have once been considered, i.e.: Veteran's Memorial Park. These miscellaneous landscape/open space areas are

identified in Appendix 1, Miscellaneous Landscape/Open Space Areas.

acquisition, construction, and ongoing maintenance and operation costs.

I. FACILITY STANDARDS

Table 2: Facilities Standards, summarizes the development standards for each recreation facility, based on its park classifications. These standards are provided to ensure that the recreational facilities in Carlsbad meet the needs of residents, tourists and employees of the City.

"Facility Standards are provided to ensure that the recreational facilities in Carlsbad meet the needs of residents, tourists and employees of the City."

Typically, parkland acquisition is provided under the Quimby Ordinance and/or park-in-lieu fees, while development funds are provided by the Public Facilities Fee. Future park acquisition and development projects are, for the most part, identified in the Capital Improvement Program Budget. However, actual development may be subject to delay based upon demand, the priority established for Public Facility construction and the cost associated with ongoing maintenance and operation.

Additional funding sources for acquisition, development, maintenance and operation, or rehabilitation may be provided by general obligation bonds, special taxes, state and federal park bond acts, assessment districts or donations. Prior to acceptance, all future parkland acquisition is subject to a stringent environmental review process to identify and eliminate constraints in an

TABLE 2: FACILITIES STANDARDS

*1 Increased from 2.0 to 2.5 ac/1,000 pop. on Sept. 3, 1985

*2 Although no specific standard (e.g. ac/1,000 employees) has been adopted, a fee based upon square footage of industrial floor area is required. As of Nov. 24, 1987, the required fee was 40 cents/sq. ft. of industrial floor area

CLASSIFICATION	SIZE/SIGNIFICANCE	LEVEL OF SERVICE	ACCESS	OWNERSHIP	STANDARD
Special Resource Area	100 Acres + unique character and/or use not found in Community Parks	Citywide	Vehicular Bicycle Pedestrian	Public	2.5 ac/1,000 population
Community	20 to 50 acres as guidelines* *Where acquisition of sufficient acreage is possible	Community	Vehicular Bicycle (located adjacent to secondary arterial or greater) Pedestrian	Public	2.5 ac/1,000 population *1
Special Use	1 to 5 acres	Neighborhood and Community	Vehicular Bicycle Pedestrian	Public, private and quasi-public	.5 ac/1,000 population
Recreation facilities for industrial areas	Negotiated with developer	In proximity to business and industry employees	Pedestrian Vehicular Bicycle	Public/private	No standard *2

J. FUTURE RECREATIONAL DEVELOPMENT

Several areas have been earmarked for future park development and identified in the current park inventory. Although the timing for acquisition and development depends primarily on the requirements of the Growth Management Program as development occurs, the City Council ultimately approves the financing methods for

effort to maximize site potential in terms of park development. Public review during the master planning process of all future park sites will guarantee the recreational needs of the community are being addressed. Table 3: Anticipated Future Park Development Projects summarizes the anticipated future parks to be developed in the City.

PARKS & RECREATION ELEMENT

In addition to these anticipated future parks, the City Council, on March 7, 1989, directed the Parks and Recreation Commission to incorporate the recommendations of the Recreation Facility Financing Committee within this Element. The Recreational Facility Financing Committee consisted of eleven (11) Carlsbad citizens whose goal was: (1) to identify recreational amenities as outlined in proposition M (Carlsbad City Ordinance No. NS-29); and, (2) to recommend alternative funding methods for the development of these amenities. The committee re-commended providing the following facilities:

- Two (2) Municipal Golf Courses
 - Regulation Size
 - Short Course
- Multi-Court Tennis Complex
- Two (2) Multi-Purpose Fields Adult Size or Larger
- Enclosed Soccer Facility

TABLE 3: ANTICIPATED FUTURE PARK DEVELOPMENT PROJECTS

QUAD	PARK DEVELOPMENT PROJECT	PARK CLASSIFICATION	ESTIMATED PARK ACREAGE
NW	Pine	Community Park	8
NW	Maxton Brown Extension	Special Use	1.15
NW	Cannon Lake	Special Use	6.87
NW	Hosp Grove/Buena Vista Lagoon	Community Park	41.43
NW	Business Park Recreational Facility	SUA	13
NE	Larwin	Community Park	22.2
NE	Athletic Fields	Special Use Area	15
SW	Aviara Community Park	Community Park	24.25
SW	Poinsettia- Phase II	Community Park	NA
SE	Carrillo Ranch-Phase III	Community Park	NA
SE	Alga Norte	Community Park	33
CITYWIDE	Veterans Memorial Park	Community Park	100
CITYWIDE	Golf Course	NA	NA

II. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

PARK DEVELOPMENT

A. GOALS

- A.1 A City that provides a diversified, comprehensive park system utilizing contemporary concepts and planning strategies.
- A.2 A City that encourages the development of park and recreational facilities and activities by private industry, the residential development community and specialized user groups to augment existing public facilities.
- A.3 A City with a privatization approach for the development, maintenance and/or operation of appropriate City-owned park facilities.

B. OBJECTIVES

- B.1 To provide a minimum of three (3) acres of Community Parks or Special Use Areas for each 1,000 population within each of the four (4) park quadrants of the City.
- B.2 To determine park acreage requirements on a quadrant basis.
- B.3 To acquire, develop, maintain and operate parks consistent with all federal, state and local regulations.
- B.4 To finance future public park and recreation Facilities.
- B.5 To implement the use of energy saving technology in all rehabilitation and new park development projects. Water saving irrigation technology and drought tolerant landscapes should be used whenever possible.
- B.6 To provide for existing and future park facilities with a balance of active and passive recreational opportunities.
- B.7 To permit communities within the City to acquire, develop and maintain a private neighborhood park system.

- B.8 To encourage specialized-user sports groups, to identify, acquire and develop land for their exclusive use.
- B.9 To ensure adequate recreational amenities for the current and future industrial base population in the City of Carlsbad.
- B.10 To encourage park facilities to be acquired, developed, operated and maintained utilizing a privatization approach, where appropriate and feasible.
- B.11 To ensure that parks are developed prior to, or concurrent with need, as defined by the Growth Management Plan.
- B.12 To ensure that park and recreational facilities are compatible with surrounding uses.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Ensure that any and all parkland dedications, as required of the residential development community, shall be developable and usable for park purposes, and shall conform to all local, state and/or federal laws [reference Carlsbad Municipal Code - 20.44, 21.38.060(5)].
- C.2 Ensure that all park-in-lieu fees collected from residential development under the Quimby Ordinance will be channeled to Community Parks or Special Use Area acquisition, development or rehabilitation.
- C.3 Utilize the provisions of the Quimby Act, Growth Management Plan and Planned Community Zone to ensure the timely construction of parks so that they are provided concurrent with need.
- C.4 Acquire and develop park areas in accordance with the City's Growth Management Program. The use of Public Facility Fees for park development and acquisition shall be at the discretion of the City Council, as identified in the Capital Improvement Program.
- C.5 Consider housing density, proximity to schools, general public access, local resident access, adjacent residential area traffic impacts, safe pedestrian access, and compatible use with the surrounding environment when determining park locations. Wherever possible, these developed sites should be placed in conjunction with or connected to schools or natural areas.

- C.6 Provide for "joint-use" facility agreements with local school districts to meet neighborhood and community recreational needs. Only those sites with existing agreements will be incorporated within the Parks Inventory. With the inclusion of the Aviara Oaks Elementary School, no further school site(s) will be utilized to meet the Park Performance Standard, rather only to enhance the park inventory.
- C.7 Provide for Park Signage at all parks.
- C.8 Require, where possible, the individual developers of master planned communities to provide pocket parks and active recreational facilities unique to each development. Maintenance of pocket parks shall be accomplished through homeowners association dues. Pocket parks shall remain in private ownership.
- C.9 Require that any development of recreational facilities on public land by developers, service clubs, civic groups, individual donors or organizations shall be consistent with the standards/guidelines of this element.
- C.10 Provide, if feasible, a Carlsbad Trail System to be owned and maintained by the City, and wherever possible, the trail system shall be used to provide linkage between park facilities.
- C.11 Design and construct trails within parks to connect with the Carlsbad Trail System as part of future park development.
- C.12 Evaluate periodically, the existing park inventory to determine the best use of park sites including, but not limited to lease, trade, sale or rehabilitation.
- C.13 Rehabilitate under-utilized recreation facilities to meet the needs of a changing and growing population.
- C.14 Encourage, when appropriate, development or operation of facilities by private enterprise on public lands.
- C.15 Implementation of any privatization agreement will be at the discretion of the City Council.
- C.16 Institute a safety and maintenance check list for all park sites and playground facilities, to be performed on a weekly basis.
- C.17 Encourage public involvement in the siting, acquisition and design development of park facilities and recreation programming to ensure community needs are met.
- C.18 Develop a program that encourages private owners and public agencies to sell, dedicate, donate or lease, at minimal cost, surplus land to provide land suitable for recreational use.
- C.19 Consider the following during the development of Park Master Plans: developing specific sites to minimize impacts to biological resources; visual impacts of the development of park sites; expanding minimum buffers around sensitive resources; utilizing natural plant species in park projects; incorporating plant species which provide food such as seeds, nuts and berries for wildlife and bird species; protecting and buffering drinking water sources such as small ponds and wetland areas; and, limiting turf grass use to recreational areas.
- C.20 Work cooperatively with specialized user groups to identify, acquire and develop land for their exclusive use.
- C.21 Identify the benefits and drawbacks of establishing park facilities that are developed, operated or maintained under contractual and/or leased agreements.
- C.22 Determine the economic means by which future public parks and recreation facilities will be provided.
- C.23 Implement the recommendations of the Carlsbad Landscape Manual in all rehabilitation and new park development projects.
- C.24 Monitor the Industrial Park Mitigation Fee to ensure the funds collected are adequate to provide recreational facilities for the City's industrial base population.

RECREATION PROGRAMS

A. GOALS

- A.1 A City that offers a wide variety of recreational activities and park facilities designed to encourage participation by users of all ages and interests.
- A.2 A City with a financially self-supportive system of recreational facilities and programs.

B. OBJECTIVES

- B.1 To ensure that park development and recreational programming is cost effective.
- B.2 To provide and maintain recreational and aquatic programming on a self-sustaining basis when feasible.
- B.3 To provide for safe recreational use at the Agua Hedionda Lagoon on a partially self-sustaining basis.
- B.4 To provide, maintain and/or encourage recreation facilities, programs or events which will attract and generate tourist and non-tax payer revenues.
- B.5 To ensure that park development and recreational programming meets the needs of the community.
- B.6 To ensure park development and recreational programming is consistent with the Open Space and Conservation Element.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Encourage recreational program development on various levels of public involvement to ensure optimum performance of current and future parks as effective recreational facilities including but not limited to:
 - Traditional public facilities
 - Trend-oriented interests
 - Cultural and nature-oriented facilities
- C.2 Evaluate recreational programming based upon community demand, individual and group participation, ability to provide, and cost effectiveness.
- C.3 Review periodically, facility regulations governing their use, as outlined according to "Council Policy Statement 28," to ensure that the regulations remain appropriate.
- C.4 Develop a program that encourages donations in support of park facilities and recreation programs from private individuals, local businesses, industry, and service groups.
- C.5 Promote the use of community volunteers in recreational programs, special events, and park and trail improvement projects.
- C.6 Evaluate the benefits of developing recreational programs utilizing the Citywide Open Space and proposed Trail System.
- C.7 Evaluate and update as necessary, all fee-supported recreation programs.
- C.8 Analyze park development and recreational programming for cost effectiveness prior to implementation.

SPECIAL RESOURCE, OPEN SPACE AND CULTURAL-HISTORICAL AREAS**A. GOALS**

- A.1 A City that coordinates the planning of park facilities and trails with other recreational-oriented land uses such as open space.
- A.2 A City with special resource, open space and cultural/historic areas, which provide educational benefits and passive or active, use opportunities.
- A.3 A City that preserves areas of scenic, historic, and cultural value.

B. OBJECTIVES

- B.1 To improve the recreational and educational potential of the City's three (3) lagoons and beach areas.
- B.2 To develop the Lake Calavera area (252 acres) with interpretive nature trails and passive recreational use, if feasible.
- B.3 To enter into and maintain agreements with SDG&E to establish access to and along the southeast side of Agua Hedionda Lagoon, seeking long-term lease periods.
- B.4 To enter into and maintain agreements with SDG&E to establish connecting access between Veterans Memorial Park and the Southeast side of Agua Hedionda Lagoon.
- B.5 To provide limited public access to the wetlands of the Agua Hedionda Lagoon for the purpose of visitor attractions such as interpretive centers, boardwalks, etc.
- B.6 To ensure that Special Resource, Open Space and Cultural/Historic Areas meet the needs of Carlsbad residents, tourists and employees in the City of Carlsbad.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

- C.1 Require that offers to dedicate or requests to enhance and/or develop open space areas for recreation purposes be reviewed by both the Parks and Recreation Commission and Planning Commission, and if deemed appropriate, recommended to the City Council for their discretionary approval.
- C.2 Enhancement or improvement of Special Resource Areas will require approvals and

- shall conform to the requirements of all regulatory agencies involved.
- C.3 Acknowledge and attempt to preserve the environmental sensitivity and ecology within appropriate Special Resource Areas.
 - C.4 Promote expansion of educational use opportunities in areas of significant ecological value where discretionary use of the resource allows.
 - C.5 Combine historically significant sites with recreational learning opportunities, where possible.
 - C.6 Ensure that opportunities for cultural arts be promoted, maintained and provided through a "joint-use" agreement with the Carlsbad Unified School District for use of the Carlsbad Cultural Arts Center.
 - C.7 Utilize community parks in support of historical and cultural programs and facilities when feasible and appropriate.
 - C.8 Coordinate the efforts of the Historic Preservation Commission on the sighting and care of historic ruins within parks.
 - C.9 Enhance the availability of special resource and or open space areas and promote awareness of the educational opportunities associated with them.
 - C.10 Work cooperatively with state officials in a development plan for South Carlsbad State Beach so as to maximize public recreational opportunities.
 - C.11 Work cooperatively with the Historic Preservation Commission and Cultural Arts Commission to effectively sustain and promote awareness of historically and/or culturally significant facilities and programs.
 - C.12 Seek funding opportunities from state, federal, and local agencies to provide additional access points or improve the recreational and educational potential of the City's three lagoons and other Special Resource Areas.
 - C.13 Implement Council direction regarding the development of a municipal golf course within the City.

III. PARKS & RECREATION DEVELOPMENT PLAN

The City of Carlsbad Growth Management Plan establishes the mechanism by which the City acquires and develops parkland in the City. The Growth Management Plan further enables the City to project accurately for future park demands. Consistent with the City's Growth Management Plan, a minimum of three (3) acres of Community Park and Special Use Area per 1,000 population, will be provided within each of the four (4) park districts of the City. Table 4: Estimated Park Acreage at Buildout, summarizes the projected total acres of Community park and Special Use Area to be provided within each park district at

Buildout. Based on an estimated buildout population of 112,088, the City's park standard would require 336.4 acres of parkland at buildout. As can be seen in Table 4, approximately 485.1 acres of parkland will be provided in the City at buildout, exceeding the standard by approximately 148.7 acres.

In addition to providing adequate acres of parkland in the City, the Parks and Recreation Master Plan also establishes general locations for future parks and provides a schedule for recreational uses that may be provided in existing and proposed parks. The approximate location of existing and proposed park sites are depicted on Maps 1 through 5. Table 5: Uses in Recreation Areas, summarizes the existing and proposed recreational uses for parks in the City.

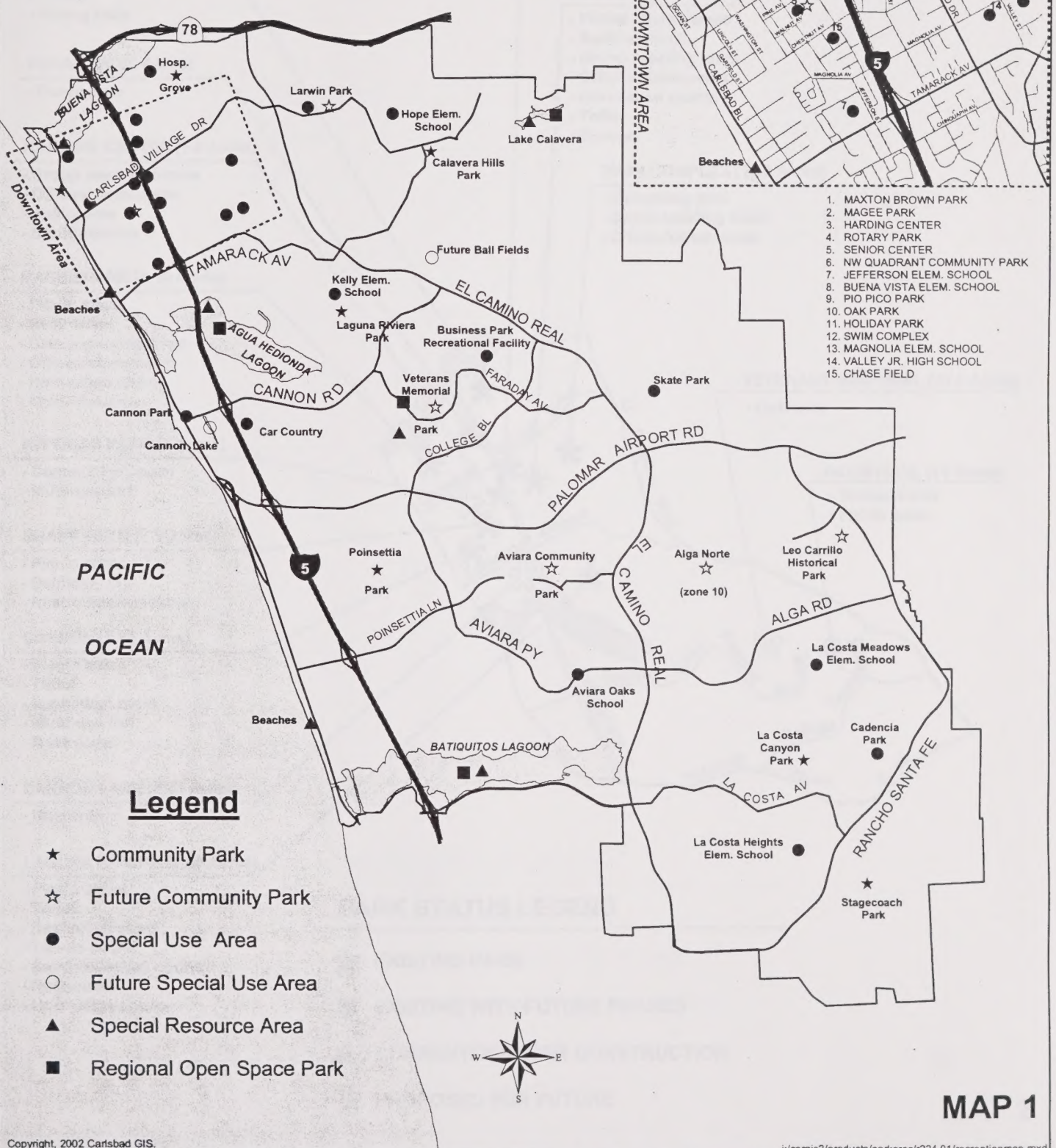
TABLE 4: ESTIMATED PARK ACREAGE AT BUILDOUT

PARK QUADRANT	ESTIMATED BUILDOUT POPULATION *	ESTIMATED PARK ACREAGE AT BUILDOUT	PARK ACRES AT BUILDOUT EXCEEDING STANDARD
NW	30,020	175.33	85.23
NE	19,161	82.20	24.70
SW	24,557	96.30	22.60
SE	38,350	131.30	16.20
TOTAL	112,088	485.13	148.73

* Population figures provided by City Finance Department 2001/2002 estimates, include dwelling units that have building permits



CITYWIDE PARKS AND RECREATION MAP



1. MAXTON BROWN PARK
2. MAGEE PARK
3. HARDING CENTER
4. ROTARY PARK
5. SENIOR CENTER
6. NW QUADRANT COMMUNITY PARK
7. JEFFERSON ELEM. SCHOOL
8. BUENA VISTA ELEM. SCHOOL
9. PIO PICO PARK
10. OAK PARK
11. HOLIDAY PARK
12. SWIM COMPLEX
13. MAGNOLIA ELEM. SCHOOL
14. VALLEY JR. HIGH SCHOOL
15. CHASE FIELD

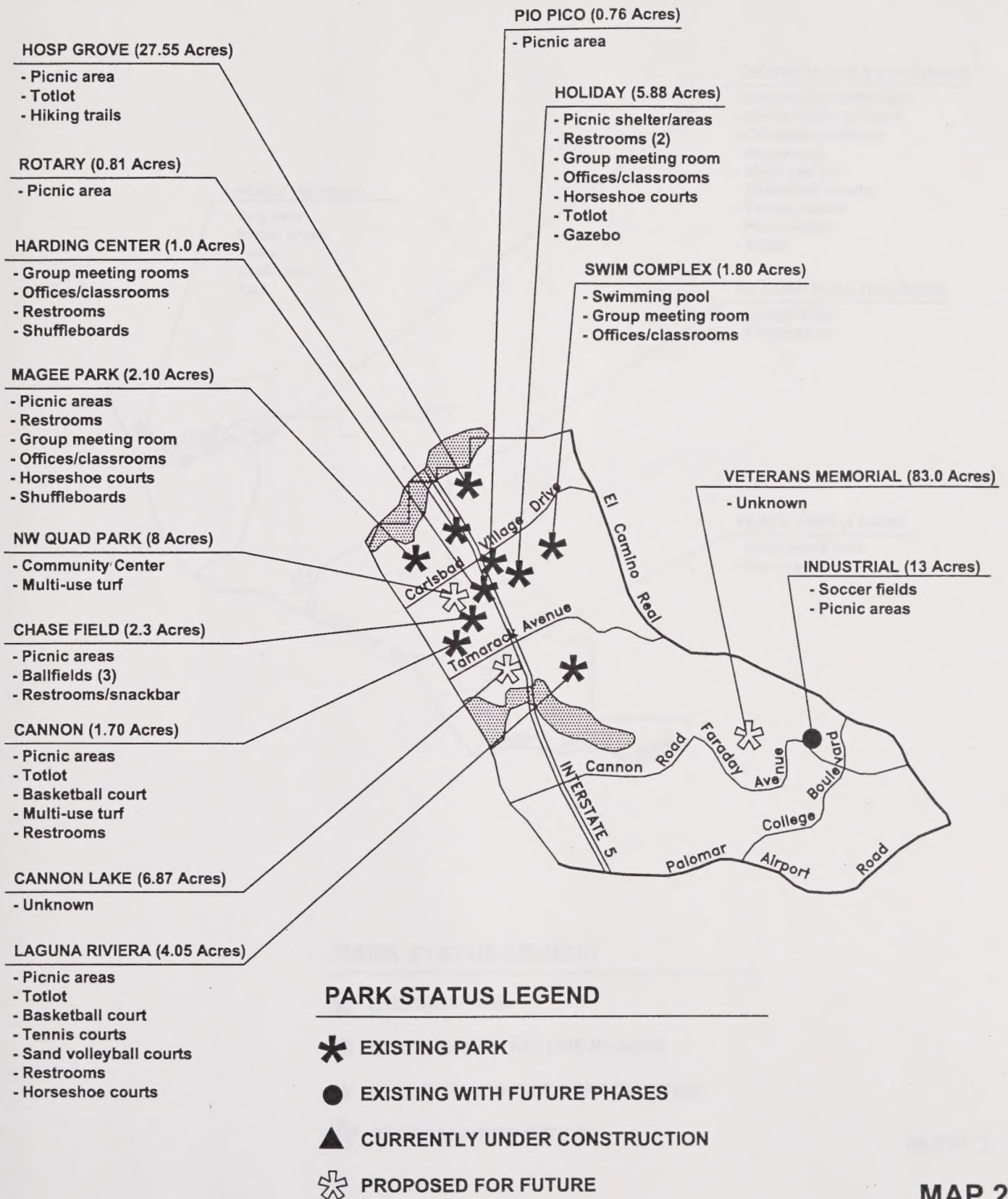
Legend

- ★ Community Park
- ☆ Future Community Park
- Special Use Area
- Future Special Use Area
- ▲ Special Resource Area
- Regional Open Space Park



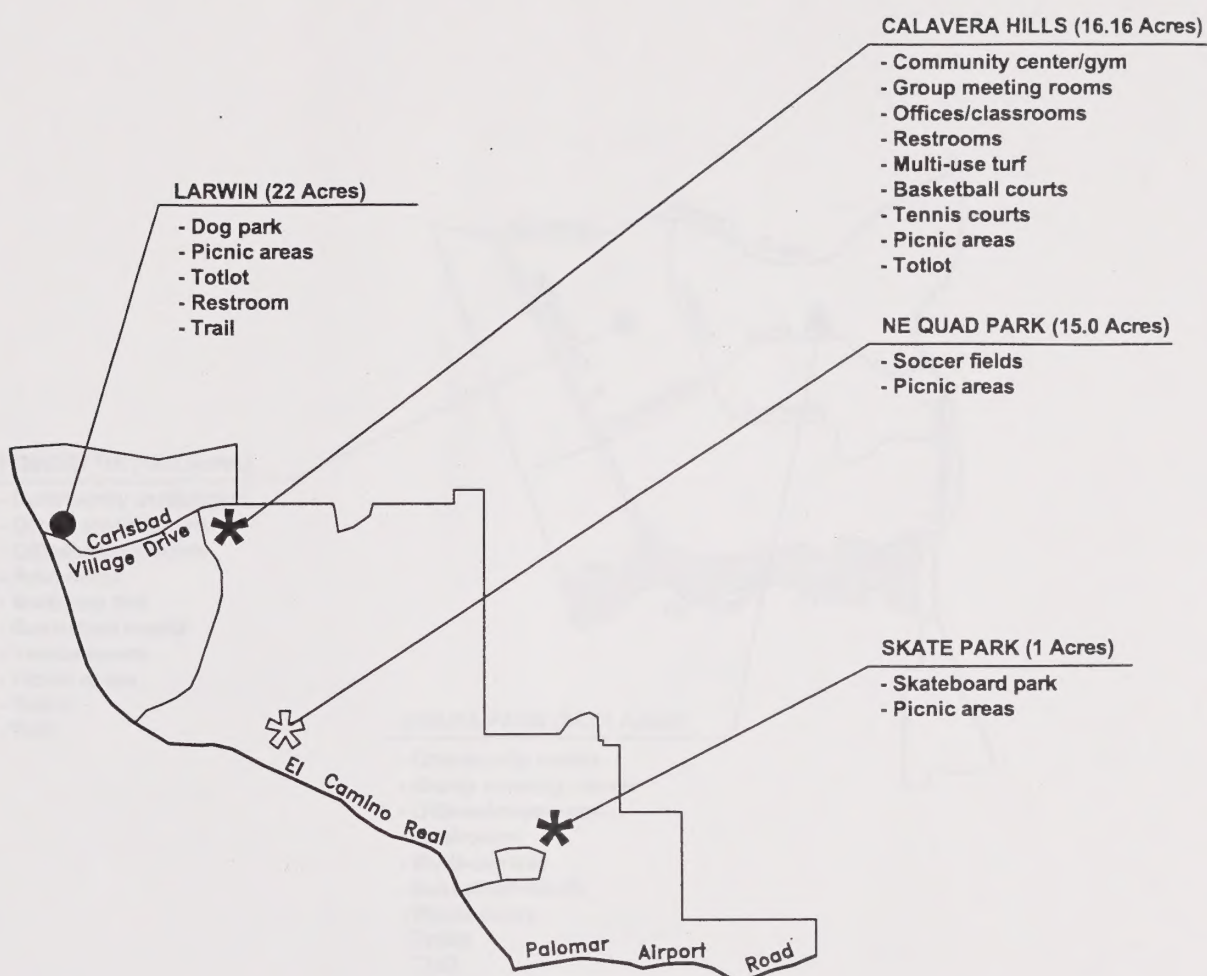
MAP 1

NORTHWEST QUADRANT PARKS AND RECREATION MAP



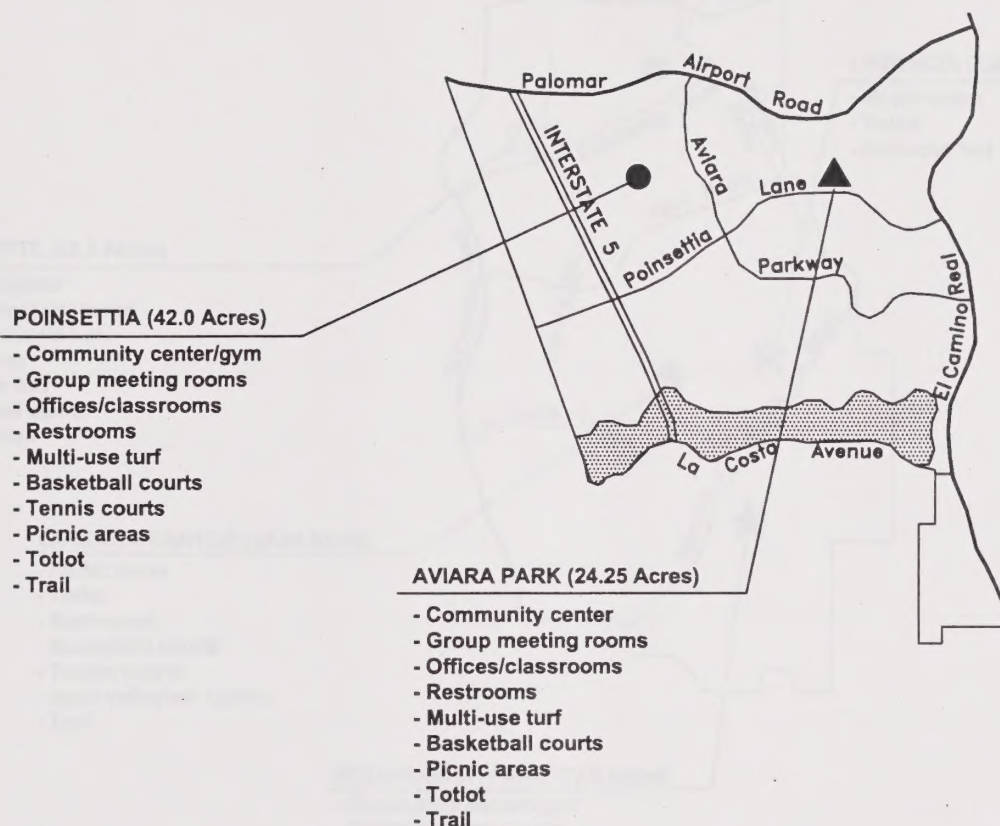
MAP 2

NORTHEAST QUADRANT PARKS AND RECREATION MAP



MAP 3

SOUTHWEST QUADRANT PARKS AND RECREATION MAP

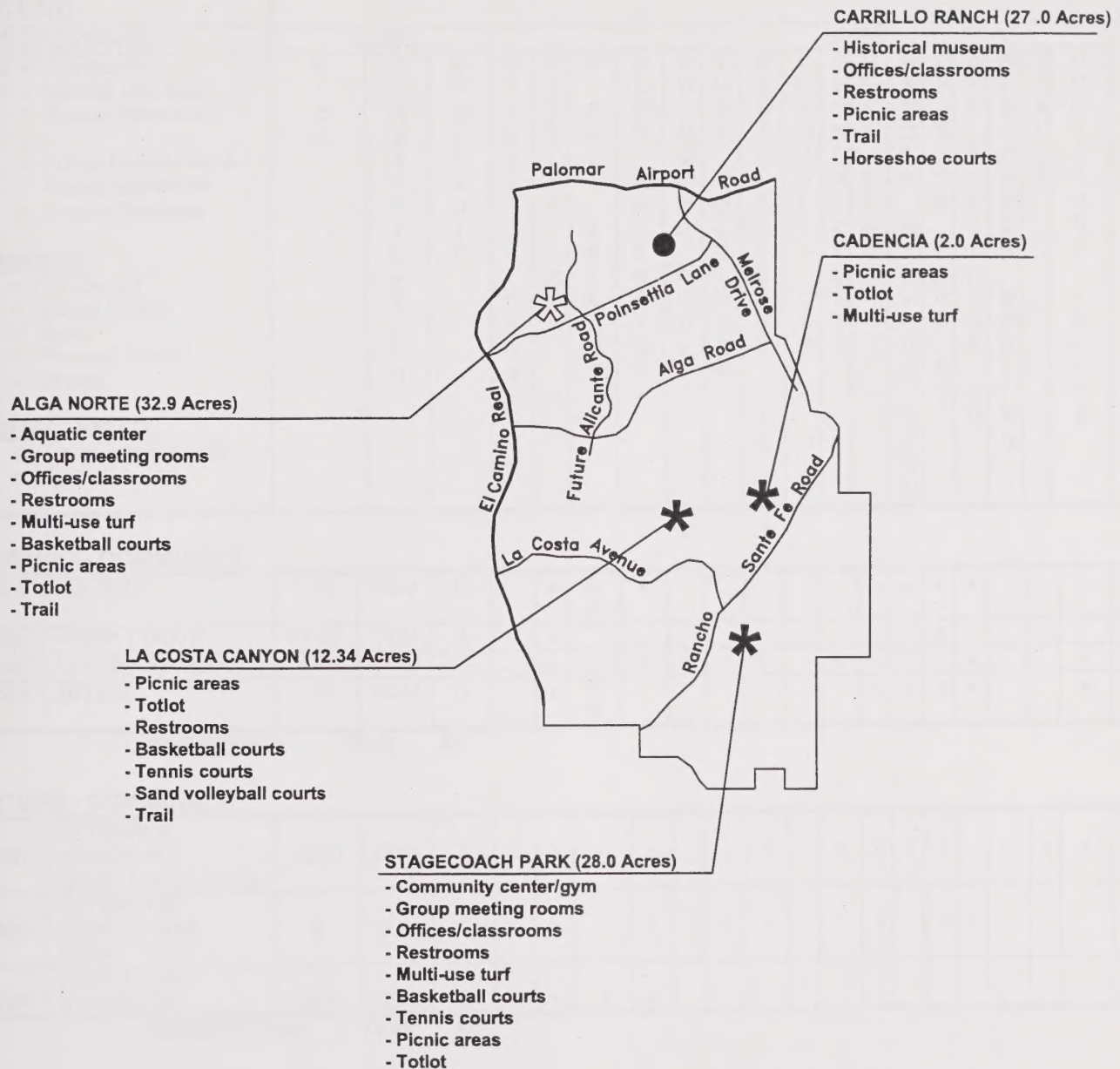


PARK STATUS LEGEND

-  EXISTING PARK
-  EXISTING WITH FUTURE PHASES
-  CURRENTLY UNDER CONSTRUCTION
-  PROPOSED FOR FUTURE

MAP 4

SOUTHEAST QUADRANT PARKS AND RECREATION MAP



PARK STATUS LEGEND

-  EXISTING PARK
-  EXISTING WITH FUTURE PHASES
-  CURRENTLY UNDER CONSTRUCTION
-  PROPOSED FOR FUTURE

MAP 5

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 1

LEGEND																																					
CLASSIFICATIONS		CLASS			USES																																
COM = Community		S I Z E	C L A S S I F I C A T I O N	O W N E R S H I P	O P E N / E C O L P R E S E R V E	P A S S I V E A R E A	P I C N I C A R E A	P L A Y A P P A R A T U S	S W I M M I N G P O O L	T U R F M U L T I U S E	M U L T I P U R P O S E C T S /	C O M M U N I T Y C O U R T S G Y M	T E N N I S C O U R T S R O O M S	G R O U P M E E T I N G R O O M	O N S I T E P A R K I N G	O F F S I T E P A R K I N G	N O N P O W E R B O A T I N G	T R A I L S	H O R S E S H O E C O U R T S	S H U F F L E B O A R D S	S A N D V B C O U R T																
SUA = Special Use Area																																					
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OWNERSHIP																																					
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L = Leased																																					
FACILITY AMENITY																																					
GP = Group Picnic Facility																																					
L = Lighted																																					

EXISTING - COMMUNITY																	
1	NW	HOLIDAY	5.88	COM	C		•	GP	•					•	•	•	•
2	NW	HOSP. GROVE	27.55	COM	C		•									•	
3	NW	LAGUNA RIVIERA	4.05	COM	C		•	•	•		L		L	•		•	
4	NW	MAGEE	2.10	COM	C		•	GP						•	•	•	•

EXIST COMM: 39.58 AC

FUTURE - COMMUNITY																	
1	NW	VETERANS MEMORIAL (25AC/ EACH QUAD)	25.00	COM	C	+	+	+	+			+		+	+	+	+
2	NW	FUTURE NW QUAD. COMM. PARK *	8	COM	C		+	+	+		+	+		+		+	+
3	NW	HOSP GROVE BV LAGOON	41.43	COM	C	+	+	+	+								

FUTURE COMM: 74.43 AC

*Part of Pine School acquisition totaling 8 acres.

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 2

LEGEND

CLASSIFICATIONS		CLASS		USES																		
COM = Community SUA = Special Use Area SRA = Special Resource Area + = Future Development ++ = Future Acquisition • = Existing Facilities		SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTIPURPOSE	MULTIPURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ONSITE PARKING	OFFSITE PARKING	FISHING	TRAILS	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VOLLEYBALLS
<u>OWNERSHIP</u> C = City Owned SD = School District ST = State P = Privately Owned L = Leased																						
<u>FACILITY AMENITY</u> GP = Group Picnic Facility L = Lighted																						

EXISTING - SPECIAL USE

1	NW	BUENA VISTA ELEMENTARY SCHOOL	2.30	SUA	SD					•		•	•					•				
2	NW	CANNON	1.70	SUA	L		•	•	•		•	•						•				
3	NW	CAR COUNTRY	.88	SUA	C		•	•										•				
4	NW	CARLSBAD H.S. TENNIS COURTS	1.10	SUA	SD								L	• □				•				
5	NW	CHASE FIELD	2.30	SUA	C		•	•			L			•				•				
6	NW	LAGOON OBSERVATION AREA	.66	SUA	L	•	•									•		•				
7	NW	HARDING STREET COMMUNITY CENTER	1.00	SUA	C									•	•	•	•					
8	NW	JEFFERSON ELEMENTARY SCHOOL	2.60	SUA	SD				•		•	•					•					

*Added by Parks and Recreation Commission action on July 16, 1990

□Portables rented by City

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 3

LEGEND

CLASSIFICATIONS	CLASS		USES																		
COM = Community SUA = Special Use Area SRA = Special Resource Area + = Future Development ++ = Future Acquisition • = Existing Facilities <u>OWNERSHIP</u> C = City Owned SD = School District ST = State P = Privately Owned L = Leased <u>FACILITY AMENITY</u> GP = Group Picnic Facility L = Lighted	SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTIPURPOSE CTS	MULTIPURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ONSITE PARKING	OFFSITE PARKING	NON POWER BOATING	TRAILS	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VB COURTS

EXISTING - SUA (CONTINUED)

9	NW	KELLY ELEMENTARY SCHOOL PARK	2.80	SUA	SD				•		•	•					•	•					
10	NW	MAGNOLIA SCHOOL PARK	4.10	SUA	SD				•		•	•			• □		•	•					
11	NW	MAXTON BROWN	.94	SUA	C		•	•										•					
12	NW	OAK	.40	SUA	C		•	•										•					
13	NW	HOSP GROVE	5.54	SUA	C																		
14	NW	PIO PICO	.76	SUA	C		•	•										•					
15	NW	ROTARY	.81	SUA	L		•	•										•					
16	NW	SENIOR CENTER	3.13	SUA	C									•	•+		•	•					
17	NW	SWIM COMPLEX	1.80	SUA	C				•					•			•						
18	NW	VALLEY JR. HIGH	7.5	SUA	SD				•		•	•		•			•	•					
TOTAL EXIST SUA:			40.32	AC																			

□ Portables rented by City

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 4

LEGEND

CLASSIFICATIONS		CLASS					USES																	
COM = Community SUA = Special Use Area SRA = Special Resource Area + = Future Development ++ = Future Acquisition • = Existing Facilities <u>OWNERSHIP</u> C = City Owned SD = School District ST = State P = Privately Owned L = Leased <u>FACILITY AMENITY</u> GP = Group Picnic Facility L = Lighted		SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTIPURPOSE	MULTIPURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ONSITE PARKING	OFFSITE PARKING	NON POWER BOATING	POWER BOATING	FISHING	TRAILS	HORSESHOE COURTS	SHUFFLEBOARD	SAND VOLLEYBALL COURTS

FUTURE - SUA

1	NW	CANNON LAKE	6.87	SUA	C		+	+	+					+		+	+			+			
2	NW	MAXTON BROWN EXTENSION	1.15	SUA	C	+	+	+												+	+		
3	NW	BUSINESS PARK REC. FACILITY	13	SUA	C		+	+	+		+	+	+		+	+	+				+		+
TOTAL FUTURE SUA:			21.02	AC																			

EXISTING - SRA

1	NW	AGUA HEDIONDA LAGOON	254.00	SRA	P	•	•	•						+		+	+	+	+	+	+		
2	NW	BUENA VISTA LAGOON	202.00	SRA	ST	•	•										+			+	+		
3	NW	BEACHES (28.3 ACRE/ EACH QUAD)	28.30	SRA	ST/P	•	•	•						+		+	+			+	+		+
4	NW	VETERAN MEMORIAL (47 ACRE/ EA. QUAD)	47.00	SRA	C	•	•	+						+		+				+			
TOTAL EXIST SRA:			623.30	AC																			

TOTAL NON-CITY OWNED 25.50 (CUSD =19.40 ACRES) (OTHER LEASED AREA 3.17)

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 5

LEGEND

CLASSIFICATIONS	CLASS	USES																			
COM = Community SUA = Special Use Area SRA = Special Resource Area + = Future Development ++ = Future Acquisition • = Existing Facilities OWNERSHIP C = City Owned SD = School District ST = State P = Privately Owned L = Leased FACILITY AMENITY GP = Group Picnic Facility L = Lighted	SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTIPURPOSE	MULTIPURPOSE	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON SITE PARKING	OFF SITE PARKING	NON POWER BOATING	TRAILS	HORSESHOE COURTS	SHUFFLEBOARDS	SAND VOLLEYBALLS

EXISTING - COMMUNITY

1	NE	CALAVERA HILLS	16.16	COM	C		•	•	•		L	L	•	L	•	•	•	•			
TOTAL EXIST COMM:			16.16	AC																	

FUTURE - COMMUNITY

1	NE	LARWIN	22.20	COM	C		+	+	+		+			+		+	+		+		
2	NE	VETERAN MEMORIAL (25 AC/ QUAD)	25.00	COM	C	+	+	+	+		+	+		+	+	+	+		+	+	
TOTAL FUTURE COMM:			47.20	AC																	

* Off leash Dog Park use also occurs within Larwin Park

EXISTING - SUA

1	NE	HOPE ELEMENTARY SCHOOL PARK	2.80	SUA	SD						+	+					+	+			
2	NE	SKATEPARK	1.00	SUA	C		+				+			+		+					
TOTAL EXIST SUA:			3.80	AC																	

FUTURE - SUA

1	NE	NE QUADRANT ACQUISITION	15 +/-	SRA	ST/P	•	•	•						•		•	•		•		+
TOTAL FUTURE SUA:			15.00 +/-	AC																	

EXISTING - SRA

1	NE	BEACHES (28.3 AC/ QUAD)	28.30	SRA	ST/P	•	•	•						•		•	•		•		+
2	NE	VETERAN MEMORIAL (47 AC/ QUAD)	47.00	SRA	C	+	+	+						+		+			+		
3	NE	LAKE CALAVERA	**252.0	SRA	C	•	•												+		
TOTAL EXISTING SRA			327.3	AC																	

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 6

LEGEND																								
CLASSIFICATIONS		CLASS			USES																			
COM = Community		S I Z E	C L A S S I F I C A T I O N	O W N E R S H I P	O P E N / E C O L P R E S E R V E	P A S S I V E A R E A	P I C N I C A R E A	P L A Y A P P A R A T U S	S W I M M I N G P O O L	T U R F M U L T I U S E	M U L T I P U R P O S E C T S	G Y M N A S I U M	T E N N I S C O U R T S	R E S T R O O M S	G R O U P M E E T I N G R O O M	O N S I T E P A R K I N G	O F F I C I T E P A R K I N G	N O N P O W E R B O A T I N G	F I S H I N G	T R A I L S	H O R S E S H O E C O U R T S	S H U F F L E B O A R D S	S A N D V B C O U R T S	
SUA = Special Use Area																								
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P = Privately Owned																								
L = Leased																								
FACILITY AMENITY																								
GP = Group Picnic Facility																								
L = Lighted																								

**TABLE 5
USES IN RECREATION AREAS**

PAGE # 7

LEGEND

CLASSIFICATIONS		CLASS		USES																		
COM = Community SUA = Special Use Area SRA = Special Resource Area + = Future Development ++ = Future Acquisition • = Existing Facilities		SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTIPLE USE	MULTI PURPOSE CTS	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ON SITE PARKING	OFF SITE PARKING	NON POWER BOATING	TRAILS	HORSESHOE COURTS	SHUFFLEBOARD	SAND VOLLEYBALL COURTS
<u>OWNERSHIP</u> C = City Owned SD = School District ST = State P = Privately Owned L = Leased																						
<u>FACILITY AMENITY</u> GP = Group Picnic Facility L = Lighted																						

EXISTING - COMMUNITY

1	SE	LA COSTA CANYON	12.34	COM	C		+	GP	+			+		L	+		+	+		+			+
2	SE	STAGECOACH	28.00	COM	C	+	+	GP	+		L	L	+	L	+	+	+			+			L
3	SE	CARRILLO RANCH	27.00	COM	C		+	+	+						+	+	+			+			
TOTAL EXIST COMM:			67.34	AC																			

FUTURE - COMMUNITY

1	SE	ALGA NORTE	33.00	COM	C		+	+	+	+	+	+	+	+	+	+			+				
3	SE	VETERAN MEMORIAL (25 AC/ QUAD)	25.00	COM	C	+	+	+	+		+	+		+	+	+	+			+	+		
TOTAL FUTURE COMM:			58.0	AC																			

**TABLE 5
USES IN RECREATION AREAS**

PAGE #8

LEGEND

CLASSIFICATIONS		CLASS		USES																			
COM = Community SUA = Special Use Area SRA = Special Resource Area + = Future Development ++ = Future Acquisition • = Existing Facilities		SIZE	CLASSIFICATION	OWNERSHIP	OPEN/ECOL PRESERVE	PASSIVE AREA	PICNIC AREA	PLAY APPARATUS	SWIMMING POOL	TURF MULTIPURPOSE	MULTIPURPOSE CTs	GYMNASIUM	TENNIS COURTS	REST ROOMS	GROUP MEETING ROOM	ONSITE PARKING	OFFSITE PARKING	NONPOWER BOATING	FISHING	TRAILS	HORSESHOE COURTS	SHUFFLEBOARD COURTS	SAND VOLLEYBALL COURTS
OWNERSHIP C = City Owned SD = School District ST = State P = Privately Owned L = Leased																							
FACILITY AMENITY GP = Group Picnic Facility L = Lighted																							

EXISTING - SUA

1	SE	CADENCIA	2.00	SUA	C		•	•	•		•						•			+			
2	SE	LA COSTA MEADOWS ELEMENTARY	2.00	SUA	SD				•		•	•					•	•					
3	SE	LA COSTA HEIGHTS ELEMENTARY	2.00	SUA	SD				•		•	•			•	•	•	•					
TOTAL EXIST SUA:			6.00	AC																			

EXISTING -SRA

1	SE	BEACHES (28.3 AC/ QUAD)	28.30	SRA	ST/P	•	•	•							•		•	•		•	•			•
2	SE	VETERAN MEMORIAL (47 AC/ QUAD)	47.00	SRA	C	+	+	+							+		+			+				
TOTAL EXIST SRA:			75.30	AC																				

TOTAL NON - CITY OWNED = 4 ACRES

V. APPENDIX 1 MISCELLANEOUS LANDSCAPE/OPEN SPACE AREAS

<u>LANDSCAPED</u>	<u>ACRES</u>
1. City Hall/Library (adjoining property)	4.3
2. Safety Center	18.0
3. Poinsettia Bridge	.5
4. Bienvenida Circle	.2
5. 405 Oak	.1
6. R.R. Depot	.3
7. Carol Place	.1
8. Polly Lane	.1
9. Beach Accesses (4)	.5
10. P & R Offices/Yard	2.2
11. Santa Fe Corridors	.2
12. Tamarack Crib Wall	.1
13. Elm Cribwall Banks	1.2
14. Avenidas Encinas – Cribwall	.19
TOTAL	27.99

<u>OPEN SPACE</u>	
1. Woodbine Banks	14.0
2. Spinnaker Hills Entry	10.0
3. Cadencia	3.0
4. Levante Canyon	13.0
5. Hosp Grove	70.0
6. San Marcos Canyon	20.0
7. Macario Canyon (Veterans)-maintained/serviced	60.0+
8. Community Garden	1.3
TOTAL	191.30

<u>RIGHTS-OF-WAY</u>	
1. Palomar Triangle	3.5
2. Las Flores Triangle	.2
3. Mountain View Triangle	.1
4. Palomar Airport Road (southside improvements)	4.0
5. Various undeveloped rights-of-way	110.0
TOTAL	117.8

	<u>MEDIANS</u>	<u>ACRES</u>
1.	Carlsbad Boulevard	1.13
2.	Grand Avenue	.07
3.	Carlsbad Village Drive	.52
4.	El Camino Real	5.05
5.	Alga Road	2.07
6.	Rancho Santa Fe	1.42
7.	Palomar Airport Road	7.16
8.	Paseo Del Norte	.56
9.	Cannon Road	1.92
10.	Poinsettia Lane	2.05
11.	College Boulevard	5.88
12.	Avenida Encinas	.19
13.	Melrose Drive	2.81
14.	Tamarack Avenue	.17
15.	Roosevelt Street	.01
16.	Madison Street	.01
17.	La Costa Avenue	2.41
18.	Faraday Avenue	1.12
19.	Aviara Parkway	1.53
20.	Altisma	.50
	TOTAL	36.59

	<u>TRAILS</u>	<u>MILES</u>
1.	Hosp Grove	2.5
2.	Rancho Carrillo	4
	TOTAL	6.5

3.	Future Multi-use Recreation Element Trails	58
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APPENDIX 2 - EXISTING AND FUTURE PARK ACREAGES

*QUAD POPULATION 2001/2002	PARK CLASSIFICATION	EXISTING ACRES	3 ACRES / 1000ACRES REQUIRED PER STD	CURRENT +/-	**QUAD BUILDOUT POP. (EST.)	**FUTURE ACRES (EST.)	EXIST. + FUTURE ACRES	BUILDOUT ACRES REQ.	BUILDOUT +/-
NORTHWEST	COMMUNITY	39.6	66.5	-27.0	30,020	74.4	114.0	75.1	38.9
26,638	SPECIAL USE AREA	40.3	13.3	27.1		21.0	61.3	15.0	46.3
	TOTAL	79.9	79.9	0.0		95.4	175.3	90.0	85.2
	SPECIAL RES. AREA	623.3	66.6	556.7		0.0	623.3	75.1	548.2
NORTHEAST	COMMUNITY	16.2	27.9	11.7	19,161	47.2	63.4	47.9	15.5
11,192	SPECIAL USE AREA	3.8	5.6	-1.8		15.0	18.8	9.6	9.2
	TOTAL	20.0	33.5	-13.5		62.2	82.2	57.5	24.7
	SPECIAL RES. AREA	327.3	27.9	299.4		0.0	327.3	47.9	279.4
SOUTHWEST	COMMUNITY	42.0	51.0	-9.0	24,557	49.3	91.3	61.4	29.9
20,409	SPECIAL USE AREA	5.0	10.2	-5.2		0.0	5.0	12.3	-7.3
	TOTAL	47.0	61.2	-14.2		49.3	96.3	73.7	22.6
	SPECIAL RES. AREA	559.3	51.0	508.3		0.0	559.3	61.4	497.9
SOUTHEAST	COMMUNITY	67.3	74.4	-7.1	38,350	58.0	125.3	95.9	29.4
29,761	SPECIAL USE AREA	6.0	14.9	-8.9		0.0	6.0	19.3	-13.2
	TOTAL	73.3	89.3	-16.0		58.0	131.3	115.2	16.2
	SPECIAL RES. AREA	75.3	74.4	1.0		0.0	75.3	95.9	-20.6
CITY WIDE	COMMUNITY	165.1	220.0	-54.9	112,088	228.9	394.0	280.0	114.0
88,000	SPECIAL USE AREA	55.1	44.0	11.1		36.0	91.1	56.4	34.7
	TOTAL	220.2	264.0	-43.8		264.9	485.1	336.4	148.7
	SPECIAL RES. AREA	1,585.2	220.0	1,365.2		0.0	1,585.2	280.0	1,305.2

Updated 3/19 2003 using 2001/2002 estimates for population and 2020 population estimates for build out projections.

*Existing Population Estimate per State Department of Finance calculation using 2001/2002 calculations

**Estimated Buildout Populations are based on projected buildout population per Council Policy 43, December 17, 2002

GLOSSARY

CONTEMPORARY PARK AND RECREATIONAL CONCEPTS

Current park development applications, which provide for the popular recreational activities utilized by community residents.

COUNCIL POLICY STATEMENT #28

An established City Council Policy Statement for the use of community centers and other park and recreation facilities and to set priorities, regulations and fees for such use.

DEVELOPABLE PARKLAND

Acreage considered to be buildable, typically with slopes of less than 10% and located in other than an area on which building is excluded because of flooding, easements, environmental, or other constraints.

"GRANDFATHERED" PARK AREAS

Park areas currently listed within the park inventory, and by today's standards, may not meet the definition of the category to which they are assigned. Typically, these sites were once classified as neighborhood parks and are currently classified as community parks due to the elimination of the neighborhood park classification. Essentially, these sites are applicable to the current definitions except for the acreage requirement of 20-50 acres.

INDUSTRIAL PARK MITIGATION FEE

A development fee assessed on the square footage construction of industrial buildings within Zones 5, 13 and 16 to pay for the development of recreational facilities to meet non-residential demand created by the influx of the industrial base population.

**PARK PERFORMANCE STANDARD
(3 ACRES/1,000 POPULATION)**

Under the conditions of the Growth Management Program, there are certain public facilities that need to be planned for and supplied within a certain period of time after initial development. There are "quality of life" services that need to be planned for in advance of development but may be provided over time (parks, libraries, administrative facilities). The adequacy standard for parks will vary depending upon population created by new development (initial occupancy). The standard is considered a "timing" standard. The park facility must be scheduled, the funding committed, and the construction guaranteed within five years after initial development in the area (Local Facilities Management Plan Zones relative to the park quadrant in which the zones are located). This means that development in the zone or park district/quadrant would be conditioned upon the facility (park site) meeting the standard and scheduled to be constructed as part of an adopted capital program.

PRIVATIZATION

The attainment by local government of private development investment, operation, and/or maintenance of recreation facilities within areas of public ownership.

CIRCULATION ELEMENT TRAIL

Bikeway, sidewalk or other path that supplements the vehicular system or Circulation Element of the City to allow pedestrians, bicyclists and other non-motorized forms of transportation to move freely on a designated route to a designated destination.

MULTI USE RECREATIONAL TRAIL

Typically an unpaved marked or established path set aside for use by pedestrians, bicycles, or equestrians and other non-motorized methods of transportation.

PUBLIC TRAIL EASEMENT / CITYWIDE TRAIL EASEMENT

Typically an easement granted to the City dedicating and allowing non-motorized recreational trail use within privately or publicly owned property, and usually within an open space corridor or park.

COMMUNITY PARK

Leisure facility approximately 20 acres in size that supports active and passive recreational amenities. Typically, Community Parks are designed to serve the recreational needs of several neighborhoods, attracting family unit populations on a daily frequency.

SPECIAL USE AREAS

Typically local facilities between 1 and 5 acres in size and that contain only one or two activity type uses, either passive or active in nature. Facilities of this type are: (but not limited to) swim, tennis or racquetball complexes, meeting halls, athletic complexes, off leash dog parks, skateboard parks, play lots, picnic and interpretive walk areas. Special Use Areas also include "joint-use" facility areas where agreements between the City of Carlsbad and the corresponding school district exists.

SPECIAL RESOURCE AREA

Typically, Special Resource Areas provide a unique character and/or use not found in Community Parks or Special Use Areas. This unique characteristic may be of a natural or historical character or a combination thereof. Typically, Special Resource Areas are larger than Community Parks and appeal to not only local users but to visitors because of a unique quality or characteristic of the site.



Arts Element



Heritage Hall was built in 1926 to house the congregation of St. Patrick's Church at the southeast corner of Harding Street and Oak Avenue. In 1952 the church was moved across the street where it became the City's first administrative offices. Over the next few years it served as home to the City Manager, City Council, Police Department and Fire Department, and as a County branch library. As new City offices were constructed and City departments moved out, use of the building changed from that of City Hall, to the City library, to the children's library, to a studio for the North County Ballet. Finally, in 1979 the sturdy little structure was slated for demolition to make way for a parking lot; however, it was rescued from demolition by a coalition consisting of Friends of the Library, the Carlsbad Historical Society and volunteer building tradesmen who arranged for it to be moved to Magee Historical Park. With only minor repairs, the old church once again became a public meeting place.

Note: Information derived in part from *SEEKERS OF THE SPRING*, by Marjorie Howard-Jones.

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I. INTRODUCTION

A. BACKGROUND AND INTENT

The Arts Element of the General Plan recognizes that an aesthetic environment is an essential characteristic of a community which values its quality of life and wishes to be seen by its citizens, neighbors and visitors as an attractive and desirable place, addressing the needs of the human spirit. Factors which are important to the achievement of an aesthetic environment for the City of Carlsbad include the ready availability within the City of visual and performing arts and an esteem for aesthetics in all of the City's land forms, landscaping and architecture.

B. STATE LAW

While the Arts Element is not one of the seven mandated elements, Section 65303 of the California Government Code (Planning and Zoning Law) indicates that the General Plan may include any other elements which the community feels relate to the physical development of the City.

C. RELATIONSHIP TO OTHER ELEMENTS

By recognizing the importance of encouraging an artistic environment, the Arts Element supports one of the overriding goals of the Land Use Element which is to have a balanced community where a full range of physical, social and economic opportunities exist for the residents of the community. The Arts Element also correlates with the Historic Preservation Element which recognizes the aesthetic value of historic buildings and the Scenic Roadways Element which promotes visual quality along certain designated, highly-travelled roads. Finally, the Arts Element relates to the Parks and Recreation Element in that all new parks include a public art component and address community needs for arts programming.

II. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES AND ACTION PROGRAMS

A. GOAL

A city strongly reflecting the arts in its total environment with land and facilities permanently dedicated to performing and visual arts, together with an abundant range of on-going and special arts programs involving as many regular and visiting members of the community as possible, as active participants, audiences, and patrons.

B. OBJECTIVES

B.1 To provide one or more permanent facilities for exhibition, performance, rehearsal, discussion, or teaching of visual and performing arts and cultural endeavors.

B.2 To provide works of art in public places.

B.3 To have a city of residents and visitors practicing, participating in, attending, and observing artistic and cultural activities.

B.4 To develop, modify, and improve, with a consideration for aesthetic issues (in addition to engineering, safety, cost, and other issues), city land forms, landscaping and architecture.

C. IMPLEMENTING POLICIES AND ACTION PROGRAMS

C.1 Designate a site (or sites) for the eventual development of a permanent facility (or facilities) for exhibition, performance, rehearsal, discussion or



teaching of visual and performing arts and cultural endeavors.

C.2 Proceed to build or cooperate with private foundations, improvement districts, other governmental agencies or citizen groups to build a permanent facility or facilities for the creation, exhibition, discussion or teaching of visual and performing arts and cultural endeavors.

C.3 Provide, whenever possible, interim spaces within other facilities to offer arts programming.

C.4 Provide, when possible, for the siting, selection, installation and maintenance of works of art within or upon public facilities and land.

C.5 Encourage private businesses to install permanent and temporary works of art in their public places.

C.6 Promote cooperative arrangements with other public or private agencies which facilitates the temporary or permanent display of works of art for display within or upon public or private facilities and land.

C.7 Encourage individuals and organizations that provide experiences in the arts for citizens.

C.8 Provide direction and support for continued development and presentation of a variety of arts in the City.

C.9 Generate a wide range of programs that develop the skills of the participants at all levels of creative expression.

C.10 Encourage residents to take advantage of the arts programming offered by agencies and institutions in the community.

C.11 Provide financial assistance whenever feasible to groups or individuals who provide public arts programming to the residents.

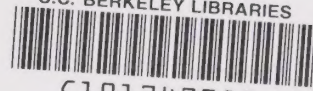
C.12 Promote school and community cooperation in the programming of artistic and cultural events and opportunities.

C.13 Encourage cooperation and communication in areas of mutual benefit and corresponding programs between the City and local, regional, state, and federal government agencies.

C.14 Consider aesthetics in reviewing the design of public and private development proposals.

C.15 Actively seek and give preference to firms experienced in integrating aesthetics with functional design, who will include an artist on the design team, when contracting for professional services to assist with the planning and construction of public works.

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